

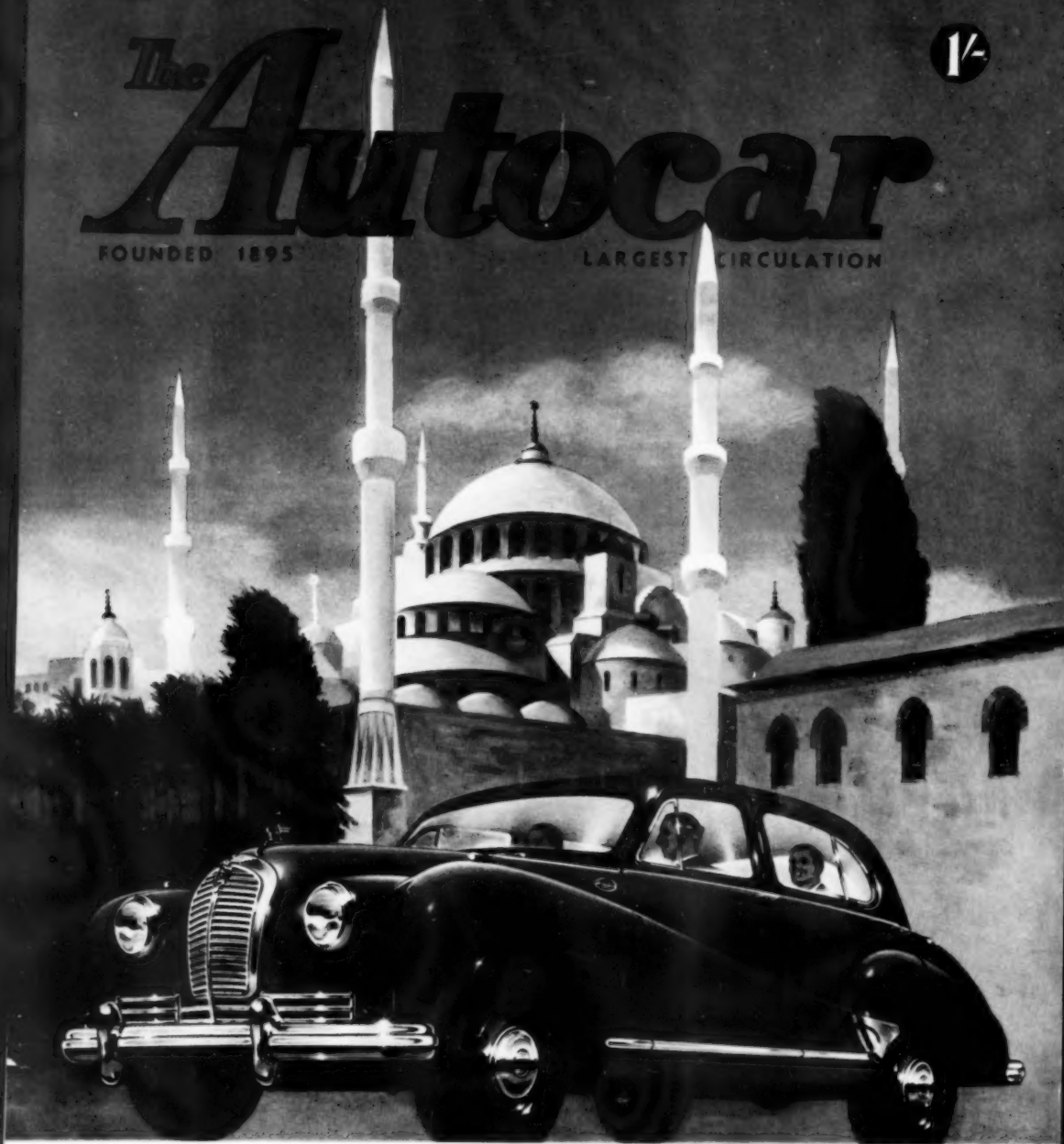
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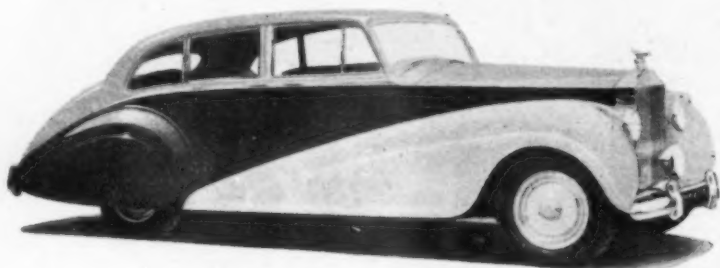
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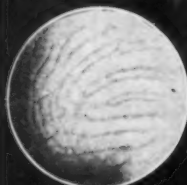
PARK WARD & CO. LTD.

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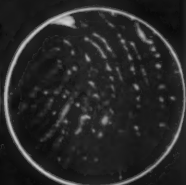
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SKIN MICROGRAPHS



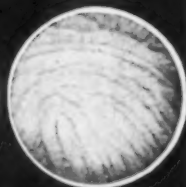
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B. Grimed skin (garage mechanic).



C. Skin as in 'B' after ordinary washing



D. Skin as in 'B' after washing with Antiseptic Skin Cleanser.

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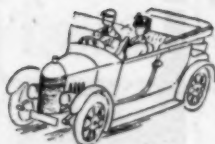
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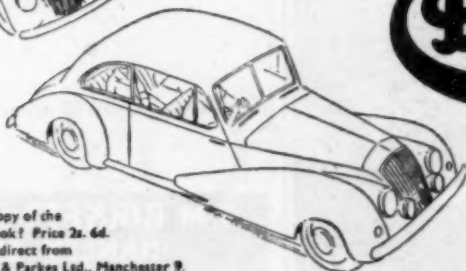
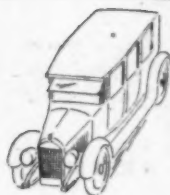
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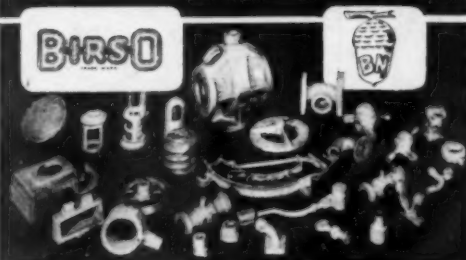
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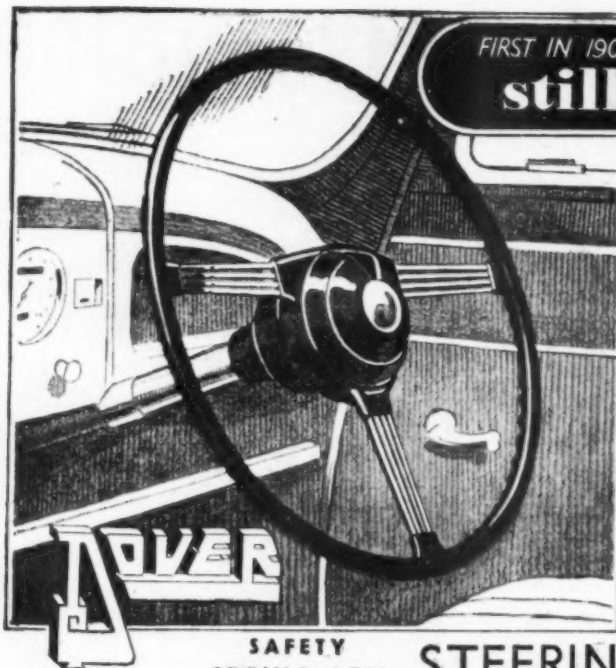
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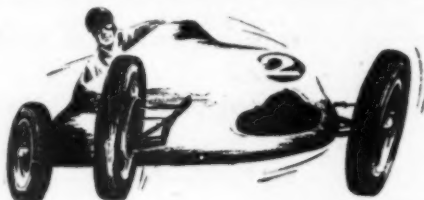
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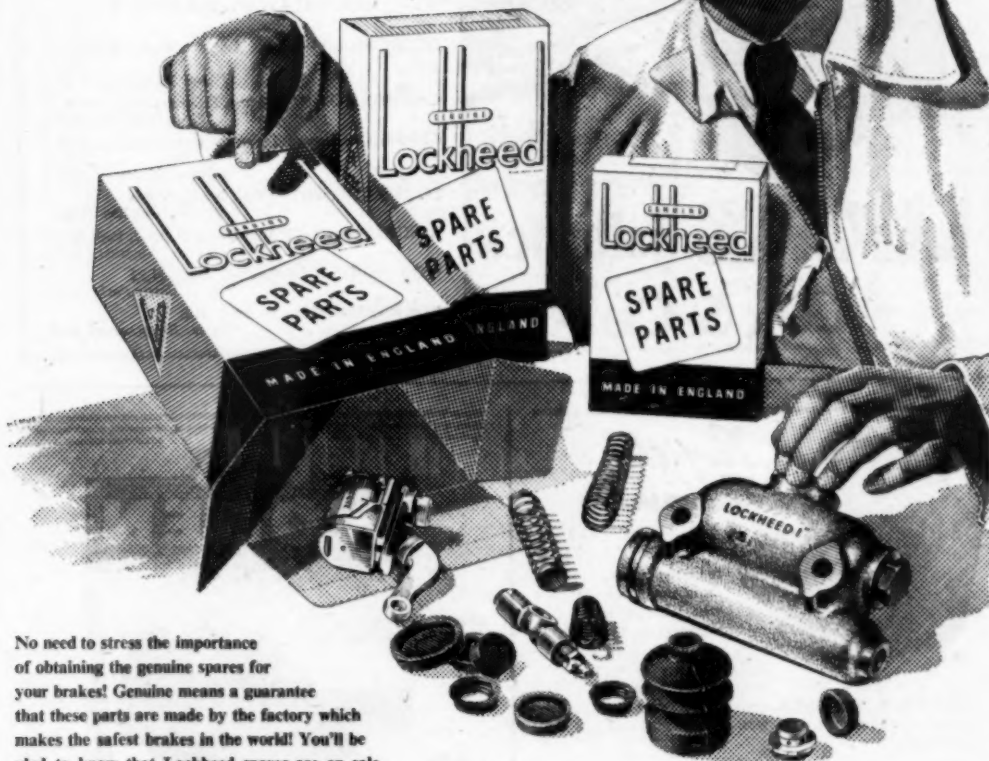
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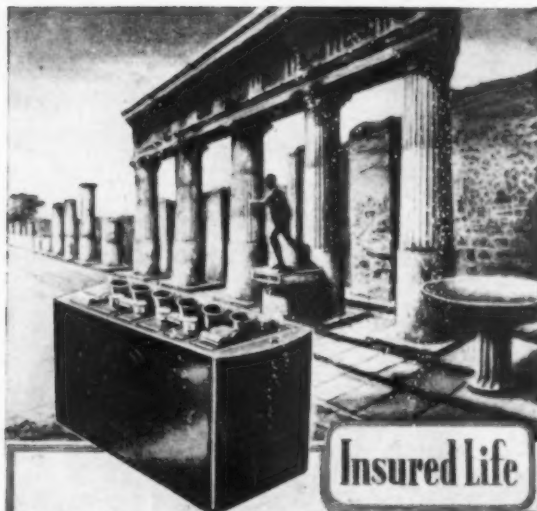
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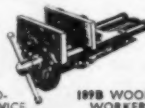
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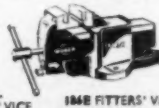
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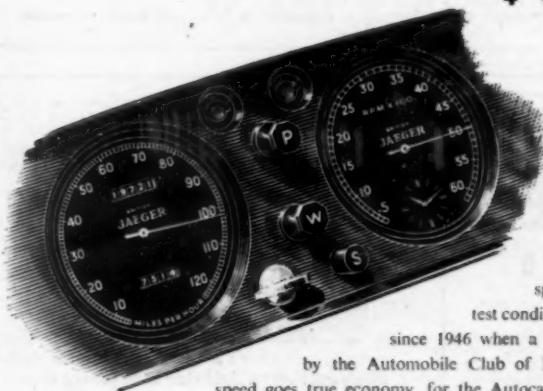
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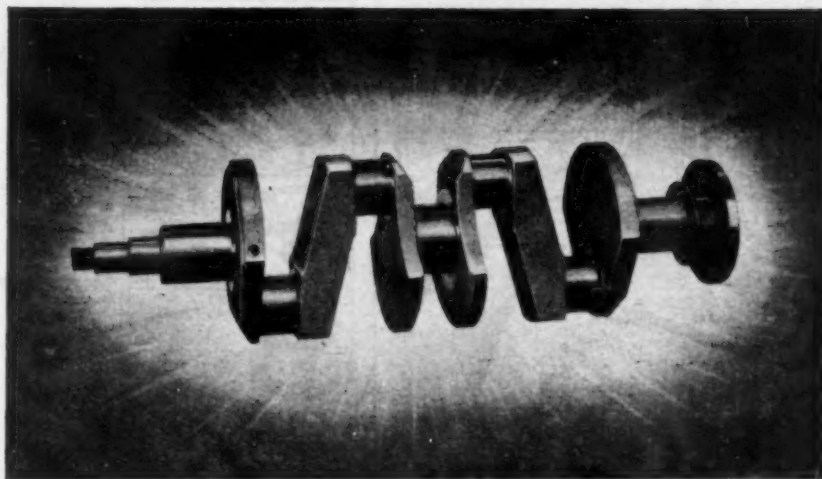
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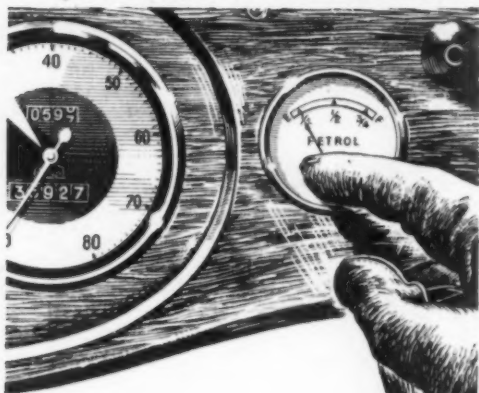
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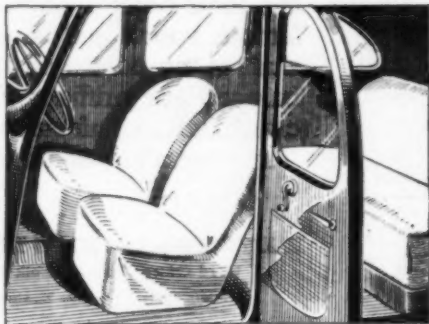
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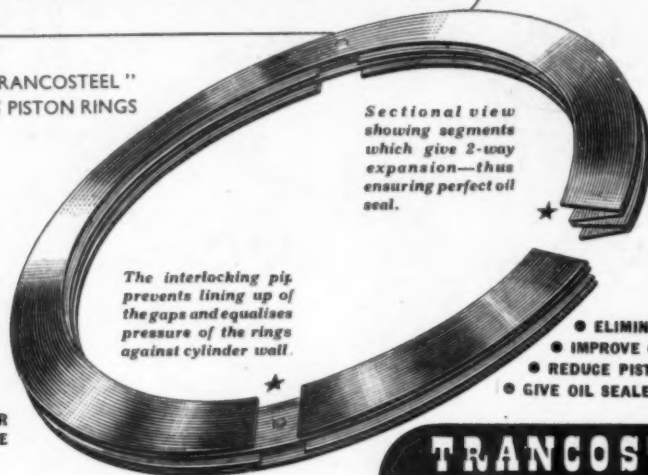


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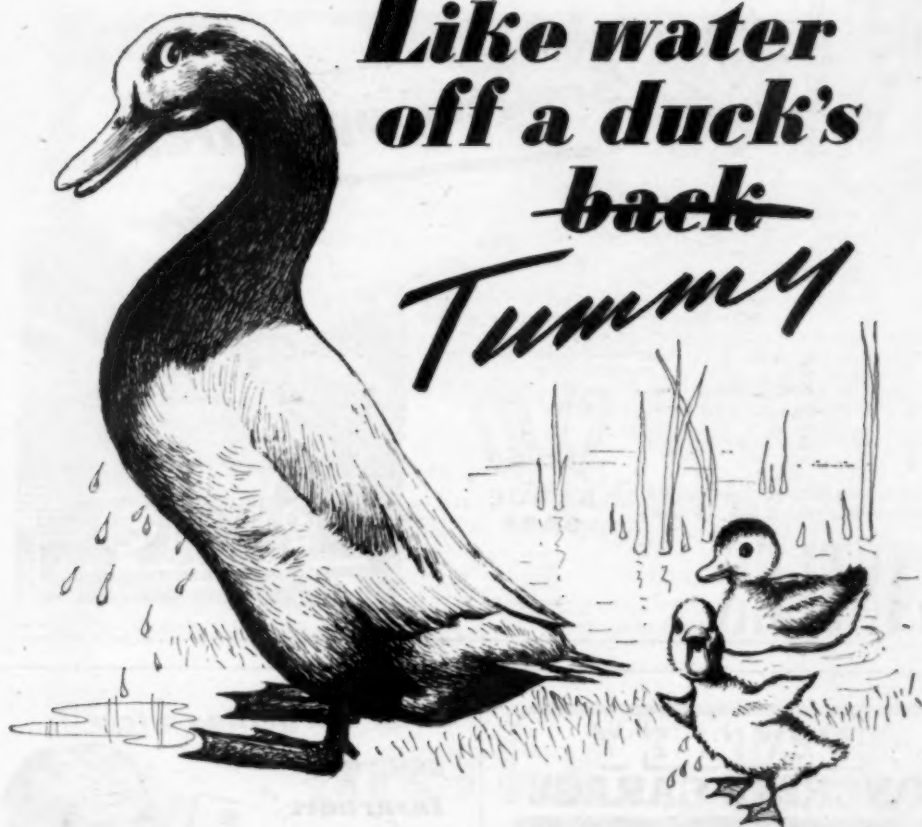
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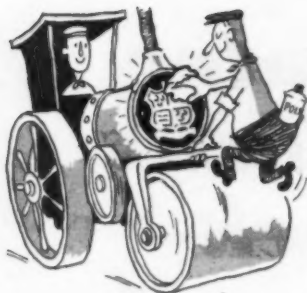
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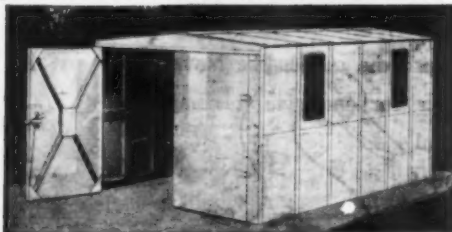
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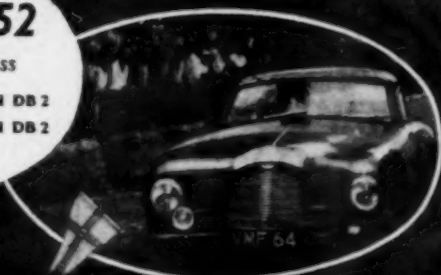
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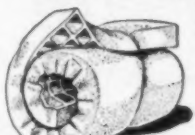
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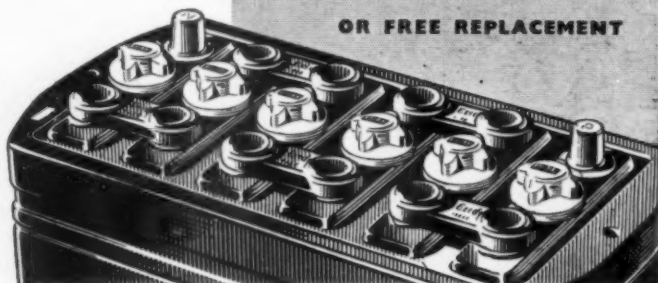
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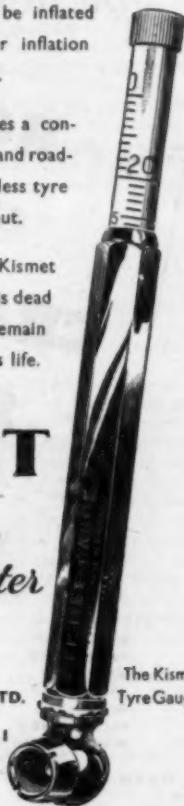
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Autocar

FOUNDED 1895

No. 2945

FRIDAY, MAY 9, 1952

Vol. XCVII

Lb per Sq In

AS all oil engineer recalls on subsequent pages, the oil pressure gauge is being steadily replaced by a warning light which appears when the pressure falls below a certain level, and he indicates doubt as to whether the substitution earns the approval of discerning motorists. Such being, we trust, readers of this journal, we can say quite firmly on their behalf that it does not. "Motoring for the moron" may make a good sales slogan if numbers are all that matter, but enthusiasm and intelligent ownership still count for much in the light of the recent report of one company, which reveals that 85 per cent of a quality and sporting product is exported, and that the majority of that portion goes to dollar markets.

There is much more value in a pressure gauge than as a mere means of telling whether the lubrication system is functioning, and no keen motorist will need reminding of the fact. The sensitive gauge indicates viscosity-temperature relationship, the failure of pressure relief valves, and—in reproachful mood by a surge on corners—the information that the level is reprehensibly low within the sump, whatever the reason, and usually on older cars.

In the article on the following pages a further relationship is outlined—that between pressure and flow; and while deductions on these lines are not for the snap glance at high speed, they make interesting speculation following a series of observations or a stationary running test.

In our opinion the need for the owner to know more about his car is increasing after a period during which servicing facilities were unrivalled. Cars are now so complicated that considerable intelligence is needed to diagnose and remedy obscure faults, and in a time of full employment such intelligence is not easily retained at service stations. The best mechanics are nowadays very highly skilled, and the demand for such talent elsewhere is unprecedented.

Peter and Paul

FOLLOWING the debate on the petrol duty, which is reported on page 568, a warning to the Chancellor is necessary that motorists' reluctant acceptance of the increased tax is strictly conditional. Signs are apparent in Westminster that one of the conditions is likely to be broken.

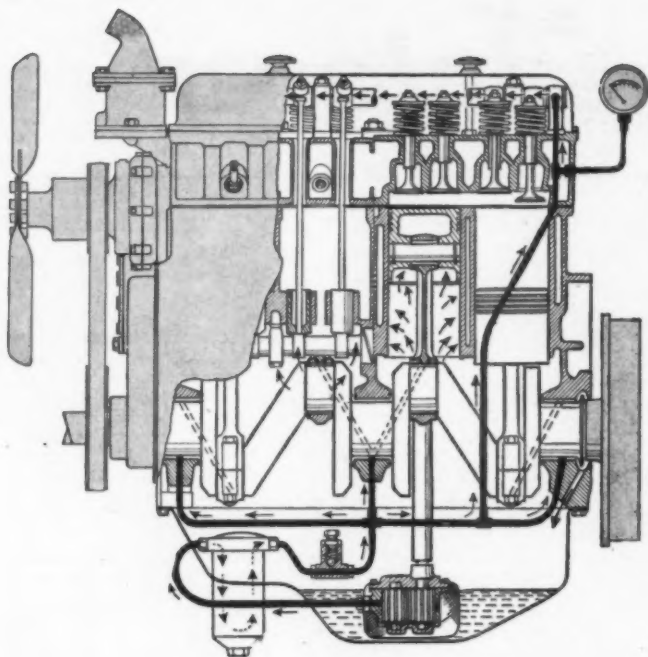
We refer to the precipitate intervention of the administration into the question of fare increases. There has been a "stay of execution" in the provinces, and Londoners have been more or less assured that they will share any concessions that may eventuate. The action and its consequences have been roundly condemned by all those who have taken the trouble to compare the rise of transport costs with the curve of fare increases, and the obvious point has been made that any "concessions" can be permitted only if public transport is granted a subsidy, overt or concealed.

If this is done the taxpayer—prominently, if not pre-eminently, represented by the motorist with his load of special burdens—will be paying for bus passengers to ride at less than economic cost, and the extra irony of the situation will be that he will rarely find himself taking advantage of his own fiscal generosity. When using his own car he will be expected to pay the increased fuel charge with good grace while making it possible for public transport passengers to dodge their contribution. It is frankly too much to expect, and if the situation arises this journal's acceptance of the increase in the petrol duty will change to firm opposition.

The lesson to be learned from the quandary in which the Government has placed itself over fares is contained in the nursery couplet:

Oh, what a tangled web we weave,
When first we practise to deceive.

There is no deception so great as self-deception, nor one so popular as that something can be got for nothing—by subsidy.



By H. R. CHARGE,
A.M.I.MECH.E.

Lubrication system of a typical overhead-valve four-cylinder engine. The pressure gauge lead is often taken from one end of the main oil gallery, closing up the necessary drilling for the gallery, and thus killing two birds with one stone. It is sometimes taken from the full-flow filter. In this example the lead comes from the feed to the rocker shaft.

OIL PRESSURE-FLOW RELATIONSHIP

THE GRADUATED GAUGE STILL HAS A STORY TO TELL

A DETAILED study during the post-war years of the road tests which have appeared in a number of motoring journals reveals that one aspect of design is consistently glossed over quickly, by a mention in qualitative rather than quantitative terms, or else entirely ignored, despite the fact that in most instances a gauge is provided on the fascia panel for its assessment. I refer to engine oil pressure.

It would appear that the pressure gauge is, to use a phrase familiar to followers of fashion, on the way out—the modern tendency being to replace it by a form of electrical warning device. This purports to inform the driver, by means of a light, that the pressure has dropped below a predetermined safe figure. That this arrangement will earn wide aesthetic and practical approval from the discerning motorist is a moot point. It will, however, prove a great disappointment to those small boys—and others not so small—who gaze in rapt wonder at cockpits surrounded with dials and gauges of every sort, size, creed and description.

"Oil pressure remained reassuringly high"—"Adequate oil pressure was in evidence throughout the engine speed range"—"The instruments include an oil pressure gauge"—"An oil pressure warning light is fitted in place of an oil pressure gauge." These are typical of remarks to be found in the descriptive portions of road tests. No mention is made concerning the actual reading of the reassuringly high oil pressure, the adequacy thereof throughout the engine range, the normal operating oil pressure recorded on the

gauge, or the actual oil pressure at which the warning light would operate. This fault—if indeed it be one—is not confined to recently published information, as the following extract from the handbook issued with the writer's old faithful in 1933 will prove:

"It must be understood that, so long as any pressure is registered on the dial, it is an indication that the pump is functioning and the amount of pressure shown is immaterial. The function of the pump is to keep the main bearings washed with oil. It is powerful enough to do this with viscous oil, but pressure of itself is no advantage, and exactly the same quantity of oil is delivered whether the pressure registered is 11lb or 12lb."

The question then arises, if engine oil pressures are recorded and recommended in such vague terms, how is it that pressure gauges have been so long in disappearing as graduated instruments? An answer is not easy. Perhaps in part it may result from die-hard conventions with which, it must be admitted, the automobile designer is ever beset, and perhaps part is because, after all, in spite of 1933 admonitions, an actual measured reading has a significance to the driver who can interpret its secret.

In all engines the lubricating oil is required to serve more than one purpose. For the sake of simplicity the engine components which require lubrication can be divided into two groups—bearings and cylinders. In each group the primary functions of the lubricant are to reduce metallic wear and the generation of heat by the replacement of metallic friction by fluid friction. Other duties include the removal from the bearing areas of the heat generated by

fluid friction, and also the prevention of corrosion on the working surfaces. With cylinder lubrication the lubricant is also required to maintain a seal between the pistons and cylinder walls to offset the effects of blow-by.

In order to understand better the terms metallic friction and fluid friction attention is directed to Figures 1, 2 and 3. Figure 1 shows a connecting rod big-end bearing in cross section. In the enlarged circular portion the surface finish of the mating metal surfaces has been magnified many times to show the minute projections which are present on all bearing surfaces, no matter how smooth they may appear to the naked eye or touch. Now in an unlubricated bearing these projections will interlock and produce a definite resistance to rotary motion; this is metallic friction. Once this interlocking or friction has been overcome by sufficient force the projections rub over each other, produce metallic wear and generate heat.

Exactly how the lubricating oil reduces wear and heat evolution is shown in Figure 2. A continuous film of lubricant is maintained between the moving metal surfaces. This film is sufficiently thick to separate the projections on each surface and they can therefore slide without contact.

Figure 3 explains fluid friction in diagrammatic form. Lubricating oil is tenacious—in other words it has an affinity for metal surfaces and tends to stick to them, assisted in no small measure by the microscopic projections. Therefore, as metal surfaces slide over each other the layer of oil immediately adjacent to each surface will move with that surface and the layers in between will move proportionately less, the centre layer remaining stationary. As these layers slide over each other, shearing takes place in the oil film; this form of work is known as fluid friction, which also manifests itself by the production of heat.

It is this heat, together with some metallic friction heat, which the flow of oil is required to remove from the bearing areas. On comparatively rare occasions the lubricating oil also serves to cool the pistons by transferring combustion heat from the piston crowns to the engine sump or oil cooler.

Importance of Oil Volume

It must be obvious, therefore, that if the engine oil is to fulfil all these functions adequately, the actual volume of oil which is circulated is of considerable moment, particularly so in the oil's rôle as a heat transfer medium. The amount of oil delivered to the working parts, then, or the rate of oil flow, is just as important as the actual oil pressure or intensity of flow. It would appear in consequence that a very strong case exists for the installation in every engine lubrication system of some device to indicate the oil flow through each set of rubbing surfaces. Although such instruments are available—and, incidentally, are guaranteed accurate within very close limits—their incorporation would prove impracticable from both design and economic aspects.

Every cloud has its silver lining, however, since a relationship exists between oil flow and oil pressure, and

the provision of an oil pressure gauge therefore kills both birds with one stone.

It is not a simple matter to interpret oil pressures as representations of oil flows, since many factors need to be taken into account. Two obvious snags immediately come to mind which serve to show that the pressure to flow relationship is not always applicable. If, for instance, one of the oil pipes or drilled holes delivering oil to a main bearing is blocked by a deposit of sludge or other material, then despite a high, healthy oil pressure gauge reading the actual oil flow through that particular bearing will be precisely nil. A rotating shell bearing will also produce this sorry state of affairs.

Per contra, if the engine bearings are very badly worn, the resistance to oil flow is drastically reduced and the net result is an increased oil flow through the bearings, particularly those nearest the oil pump. Because of this reduced resistance to flow, the oil pressure in the delivery lines to the bearings will drop, and there will be, therefore, an increased flow with a decreased pressure gauge reading. Any endeavour to correlate oil pressure with flow can in consequence be undertaken only on the assumption that the oil system is functioning correctly and contains no stoppages, complete or partial, caused by extraneous material, and that only normal bearing clearances are involved.

Beyond the Ready Reckoner

The establishment of a definite mathematical connection between oil pressure and flow in a car engine is not easy, even under ideal controlled conditions, and is virtually impossible under service conditions because of the many variables involved. These include fluctuations in engine speed and hence in oil pump speeds and volumetric deliveries; fluctuations in engine operating temperatures and hence in crankcase oil temperatures, which in turn will produce fluctuations in oil viscosity or body; ever-increasing bearing clearances or decreasing resistance to oil flow; and fluctuations in the heat generated by the metallic and fluid frictions which occur as the metallic surfaces slide over each other. To complicate matters these variables cannot be considered separately, since they are all interdependent. For example, an increase in engine speed, besides increasing the oil pump output, will also give rise to an increased crankcase temperature, which will decrease the oil's viscosity quite apart from a similar result emanating from increased metallic and fluid friction.

Nevertheless, in order to examine the pressure to flow relationship these variables can be ignored and a simple oil system operating under ideal conditions can be considered. The system will comprise a pump having the same volumetric efficiency at all speeds—in other words the pump delivery or oil flow will be directly proportional to the pump (and engine) speed. If the pump speed is doubled the oil flow will also be doubled. The operating temperature will remain constant and so will the oil viscosity.

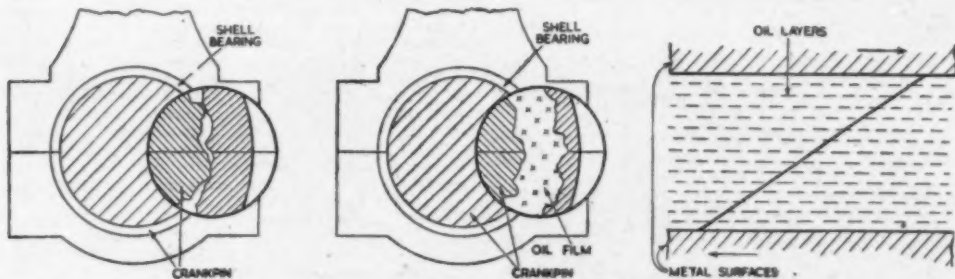


Fig. 1 : (Left) Minute projections on the bearing surfaces which, in an unlubricated condition, interlock and produce wear and the generation of heat as they slide over each other. Fig. 2 : (Centre) The oil film separates the metal surfaces and so precludes metal-to-metal contact, wear and metallic friction. Fig. 3 : (Right) Oil "layers" immediately adjacent to the metal surfaces will move with those surfaces as they move over each other; intervening layers will move proportionately less, the centre layer remaining stationary. The sliding of these layers over each other produces fluid friction.

OIL PRESSURE-FLOW RELATIONSHIP continued

Under hypothetically ideal conditions such as these, a definite oil pressure to flow relationship exists as pump speeds vary, and takes the form:

$$PD^2 = FCV$$

Where P=Pressure gradient or difference between the pressure at the pump outlet and the pressure at the bearing inlet.

D=Diameter of the oil pipe.

F=Oil flow.

V=a constant to rationalize units.

C=Oil viscosity.

The pipe diameter will, of course, remain constant, and the formula means that the oil pressure gradient is directly

proportional to the oil flow and oil viscosity, or (1) If the oil flow is to remain constant, the oil pressure gradient must increase if the oil viscosity increases, and *vice versa*; (2) If the viscosity is to remain constant, the pressure gradient must increase if the flow increases and *vice versa*; (3) If the pressure gradient is to remain constant, the flow must increase if the viscosity decreases, and *vice versa*.

Before applying these three theoretical precepts to practice the actual significance of pressure gradient needs clarification and Figure 4 helps in this respect. Neither oil pump outlet nor bearing inlet pressures are measured by the oil pressure gauge, since the lead is usually taken from the main oil gallery which is between the two. How, then, can the pressure gradient be measured?

The answer is that it cannot be measured in lb per sq in, but assuming that the pressure drop between the pump outlet and the gauge lead connection is always proportional to the pressure drop between the pump outlet and the bearing inlet, then oil gauge readings are proportional indications of the actual pressure gradients. The lower the gauge reading the higher the pressure gradient.

The first precept states in effect that a decreased oil pressure gauge reading indicates an increase in oil viscosity, if all the other factors are considered as constants. This might at first appear to contradict the well-known phenomenon of an initially high oil pressure when starting an engine from cold. No contradiction is entailed, however, since in this precept oil flow is assumed to be constant, whereas this is not so in starting from cold, when the increasing temperature influences the pump delivery.

From the second precept a decreased oil pressure gauge reading can be interpreted as an increase in oil flow, other factors being considered as constants. In actual fact this apparently startling statement has little or no value to the motorist, since the design of the oil pump is such that adequate oil flows for the engine will be produced at all pump outlet pressures, which depend on engine speeds.

The third precept has more practical significance for the motorist. It states that oil flow will vary indirectly as the oil viscosity, other factors assumed to be constants, or to maintain a given oil pressure gauge reading as an engine warms up the oil flow will need to increase. However, for a given pump, oil flow cannot increase without affecting the delivery pressure and hence the gauge pressure. Now in the second precept a decrease in oil pressure gauge reading also indicated an increase in oil flow. Therefore, considering the second and third precepts in combination, it would seem logical that a decrease in viscosity will manifest itself as a decrease in gauge pressure, provided that the flow is not regarded as a constant.

Sudden Cooling

This, it is contended, is the explanation of the rise in oil pressure which sometimes occurs when the engine sump is precipitately cooled by splashing snow slush or by fording a stream. It also explains in part the higher than normal oil pressures indicated when starting from cold. It is only part of the explanation, however, because these high starting oil pressures are invariably higher than the pressure relief valve setting and are principally the result of sluggish valve operation—but that is another story altogether.

In all these concepts the oil gauge readings must, of course, be less than the relief valve setting or their value must be entirely discounted, since otherwise they cannot be used as true indications of the pressure gradient. Another point which must be borne in mind is that theoretical conclusions evolved from ideal conditions, where variables are controlled, can only, when applied to practice, give an indication of tendencies and probabilities.

Nevertheless these tendencies would seem to be proved correct from the practical viewpoint, and even if the writer has failed to prove the need for more detailed information on the subject of oil pressure in specification data, he can but hope that a fair argument has been presented in favour of the graduated type of oil pressure gauge.

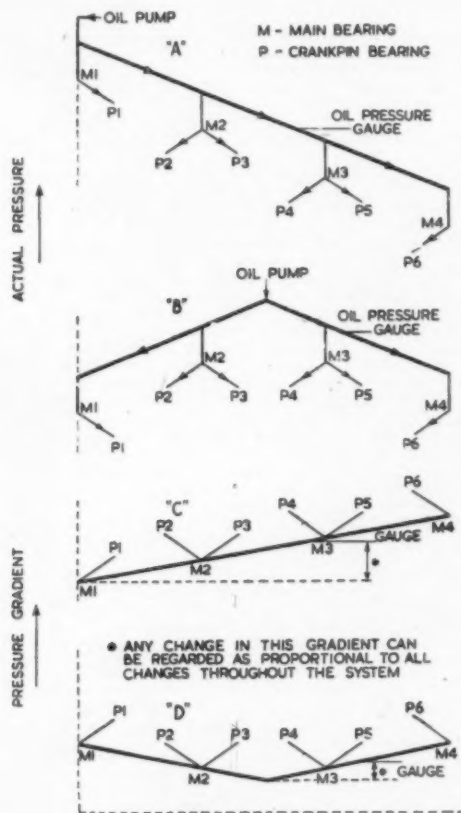


Fig. 4: A shows how the oil pressure drops in a six-cylinder engine system when the oil pump is situated to feed into one end of the main gallery, and B shows how the pressure drops when the pump feeds to the centre of the main gallery. In both cases the oil pressure gets lower as distance from the pump increases. The difference between the oil pressure at the pump outlet and the pressure at a given point is known as the pressure gradient. C and D, therefore, show how the pressure gradient increases the farther the given point is from the pump outlet. Since there is no oil flow through the lead to the pressure gauge the gradient between all points in this lead and the pump outlet will be constant, as shown by the horizontal line.

NEWS and VIEWS

Alvis Price Increase

THE latest price of the Alvis 3-litre drop-head coupé is £1,325 plus £737 12s 2d British purchase tax, making a total of £2,062 12s 2d. Previously the total was £1,945 18s 10d.

The price of the saloon and two-seater sports models remains at £1,250 plus £695 18s 10d tax.

Canadian Success

A REALLY enthusiastic response to the introduction of the Austin A40 Somerset has been given by Canada. The chairman of the company, Mr. L. P. Lord, recently cabled from that country instructing 2,000 cars to be shipped monthly. It is hoped that the orders now being received will offset the severe effect of the virtual closure of the Australasian market.

No Radio

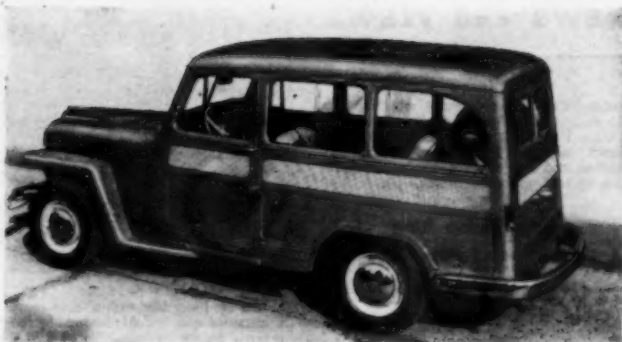
OWING to misunderstanding the Jaguar Mark VII saloon was credited with a radio as standard equipment, in *The Autocar* Road Test of April 25. The radio is in fact an optional extra. The heater is standard, as stated.

Special Heater

HEATING equipment has now been specially designed by Smiths Motor Accessories, Ltd. for the Austin Sixteen hire car. It is of the recirculatory type and warms the rear compartment of the car. The price, complete, is £20.

85 per cent Exported

THE enormous proportion of 85 per cent of the total Jaguar production went overseas, the greater part to dollar countries, in the last financial year. This astonishing achievement was announced



This more fashionable station wagon has been introduced by the Willys company for 1952. An increase of 20 per cent in power is claimed and new features include front and rear chromium plating treatment and pleated vinyl upholstery. The Jeep origin is clearly seen.

by Mr. William Lyons, chairman of the company, at the 18th annual general meeting on April 30. He made reference to outstanding successes in the international competition field and the highly prized honour accorded by the award of the

Dewar Trophy. However, Mr. Lyons emphasized that it was essential that prices were not allowed to rise any further if the export volume was to be maintained. The move to the new factory is proceeding smoothly.

MOTORISTS AND THE B.I.F.

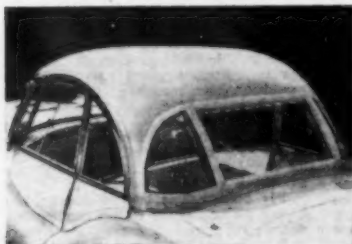
VISITORS to the Engineering and Hardware section of the B.I.F. at Castle Bromwich, near Birmingham, will find much of interest from the motoring point of view amongst the countless items displayed by the 1,252 exhibitors, whose stands cover nearly half a million square feet. Organized by the Commercial Relations and Export Department of the Board of Trade, the B.I.F. was opened last Monday at Olympia, Earls Court and Castle Bromwich, and remains open from 9.30 a.m. to 6 p.m. each day except Sunday until Friday, May 16. It is the world's largest national trade fair, and visitors from more than 110 territories are expected to attend it. Some arrived on the Comet's maiden flight from Johannesburg.

The Engineering Section at Castle Bromwich was open last Friday to the Press; they were welcomed by Mr S. F. Burman, chairman of the management committee, who pointed out that the country was in a position where it had to sustain a rearmament programme of considerable dimensions together with an export drive of unparalleled proportions, and one, moreover, which by force of

circumstances must be borne largely by the metal-using industries.

Amongst the exhibitors are many well-known names of supplier to the motor industry, such as Rubery Owen, John Thompson, Joseph Sankery, George Salter, Herbert Terry, Garringtons, Moss Gears, and David Brown. Equipment manufacturers include Joseph Lucas, with a full range of equipment, and Trico-Folberth, who show the latest vacuum operated screenwiper which gives a push-pull effort of 50lb, and also the Clignoteur system of flashing light signals so popular on the Continent.

Hand tools there are, of course, in great profusion, spanners of all shapes and sizes, box spanners, screwdrivers, hammers and, indeed, so many items that were an enthusiast to be given a free hand to collect his ideal tool kit he would not know where to stop. Batteries by all the well-known manufacturers, cellulose and synthetic finishes, and the spray guns and air compressors with which to apply them, electric portable tools by such well-known manufacturers as Black and Decker, Desoutter, and Wolf, and other such



This hard top conversion, which has been produced for the owner of an XK120 Jaguar by W. M. Park (Coachbuilders), Ltd., Mortlake Road, Kew, Surrey, is secured by knurled hand screws. Glass side screens slide in plated channel frames. The rear window is in three sections, having two curved outer panels and a divided centre panel, sliding open for extra ventilation when required. Neat and closely fitting flaps close the aperture between the side screens and the cutaway doors.

NEWS and VIEWS

— continued —

items interest the motorist who likes to do as much maintenance himself as possible. Vokes' filters for many purposes, Serck radiators for oil and water, and Belling and Lee suppressors for the ignition system, are other items.

New Piston Ring

A NEW oil-control piston ring was introduced by the Cords Piston Ring Co., Ltd., 906, Harrow Road, London, N.W.10, on April 30.

Called the Oilguard, each "ring" is



An Oilguard piston ring assembled as in an engine. There are three separate segments.

normally in three parts; thin, flat rings sandwiching a similar but corrugated centre segment.

The flat rings are different at the edges, one being cupped and the other well rounded to minimize bore wear. The rings exert their own radial pressure so that the ring grooves in the pistons do not have to be cut so deeply as is the case when an expander is used behind the ring. A further advantage of separate segments is that the gap in each is not critical, because they can be arranged to fall each in a different part of the circumference.

New S.M.M.T. Officers

AT a council meeting of the Society of Motor Manufacturers and Traders held on May 2, Mr. H. Spurrier, managing director of Leyland Motors, Ltd., was



Mr. H. Spurrier.

elected president in succession to Mr. G. E. Beharrell, who becomes deputy president. Mr. Spurrier, whose father founded the Leyland company, became



When the Marauder sports three-seater was introduced during the summer of 1950 it attracted considerable interest by reason of its sleek, modern styling and because it is based on the main components of the Rover 75. A fixed-head coupé version has recently been completed and, as the illustration shows, it has a different radiator grille, while the curved screen is given a more pronounced rake. The body is built by Prichard Mead, Dorridge, Warwickshire, for Marauder Cars, Ltd., Kenilworth.

managing director of that company in 1949. The two vice-presidents of the S.M.M.T. are Dr. F. Llewellyn Smith, director and chief executive of the motor car division of Rolls-Royce, Ltd., and Mr. A. B. Waring, chairman and managing director of Joseph Lucas (Industries), Ltd. The retiring vice-presidents are Mr. Spurrier and Sir John

Black, deputy chairman and managing director of the Standard company, and chairman and managing director of the Triumph company.

Mr. W. R. Black, managing director of Park Royal Vehicles, Ltd., who has held the office of treasurer of the Society since 1948, was again elected for the forthcoming year.

PETROL TAX INCREASE DEBATED

MINOR concessions on the petrol duty were made by the Government during the first day's debate in committee of the House of Commons on the Finance Bill. But Mr. Butler was adamant over the main issue of the increased tax.

The amendment to delete the proposed increased duty was moved by Mr. Douglas Jay, who was the Financial Secretary in the Labour Government. He revealed the interesting fact that the Opposition leaders thought the tax had gone high enough with last year's increase. The Opposition objected most of all to this further steep rise in the tax at a time when food prices were also being forced up by the Government, because this further action would tend to push up bus fares all over the country. It was extraordinary that at one and the same time as the Chancellor raised food prices by withholding the subsidy, the Prime Minister sallied forth as the champion of cheap petrol, and the Chancellor raised fares by putting up the petrol tax!

Conservative Opposition

In the subsequent debate it quickly became apparent that it was not only on the Labour benches that anxiety about the effects of the increased duty existed. Mr. W. G. Bennett, one of the Conservative members for Glasgow, said there was concern about the increase, and he wished to be assured that it was only temporary. The repercussions of this increase all over the country would be devastating. They had been told by each Chancellor of the Exchequer that it was a question of saving dollars. But the increase had little effect—in fact, none—on the saving of dollars and practically none on the saving of British currency. That must be so, because 80 to 85 per cent of the consumption was absolutely vital to the carrying on of the business of the country.

Mr. F. W. Harris, another Conservative, said he had come to the conclusion that this was a tax which it was far too easy for any Chancellor to apply, because it was only a question of putting up the price and a further tax would be paid from a very generous source. By adding this further burden, they were putting up the cost of transport on all sides.

Mr. Ernest Davies (Labour) said that the rise in the petrol tax last year had brought it pretty well to its limit, and the burden which the users of motor transport were being asked to carry was out of all proportion to the money spent on maintaining a safe road system.

Eventually, Mr. Butler, the Chancellor of the Exchequer, replying to the debate, said that the real reason for increasing the petrol duty was to relieve the strain on the oil position. It was true that increased savings in our foreign exchange would result from the duty only if there was a reduction in consumption. At the same time, if they could not get a major reduction in consumption—and it certainly did not look like it during the Easter holidays, at any rate from the point of view of the ordinary car users—they could at least impose some check on its future growth.

He had decided—he thought rightly—not to introduce petrol rationing. It would not have brought in sufficient saving; it would have needed some 2,500 people to administer it, and then, in spite of their efforts, probably not absolutely fairly. Therefore, he fell back on the tax on petrol and light oils, which had the advantage of being evenly spread and widely borne. The loss of Abadan had been a major disaster to this country and was a good reason for a more co-operative and understanding approach to the tax than had hitherto been the case.

Before the clause was finally carried, concessions were made in respect of invalid chairs for the disabled, and flying and gliding clubs.

Room - with a view!



You can see there is plenty of room for five people — enough for six at times. You can relax in the soft, leather upholstery while the flat, unobstructed floor allows you to stretch your legs. The front seat has two separately adjustable halves. From the front, the curved wind-screen gives a wonderfully wide unobscured view of the road.

One of the surprising things about the Lanchester 'Fourteen' is that you can enjoy really 'big car' comfort in a medium sized saloon. The secret lies in the carefully planned interior and the masterly handling of modern styling that

achieves swift grace without sacrifice of comfort. Beneath its flowing lines is sturdy Lanchester construction, characterised by thoroughgoing mechanical soundness that means reliable performance and years of trouble-free motoring.



the lively, likeable **Lanchester**

THE LANCHESTER MOTOR CO. LTD., COVENTRY



BY APPOINTMENT
Motor Car Manufacturers
To the late King George VI

MOTOR HOW YOU WILL...



Mr. Mercury will give you more miles per gallon!

You see some pretty queer jobs on the roads these days—whether they're old crocks or the latest creations. But, veterans or advance guards, they've got one thing in common. Their engines will be all the better for having National Benzole Mixture in the tank. 'National' is the tonic that every road vehicle is waiting for. It's been a long, long wait. Let's hope that the return of 'National' may be any moment now.



NATIONAL BENZOLE MIXTURE

National Benzole Company Limited, Wellington House, Buckingham Gate, London, S.W.1
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ANOTHER GRUELLING MILLE MIGLIA

**L. JOHNSON (NASH-
HEALEY) - FIRST
BRITISH FINISHER**



The arrival of Giovanni Bracco, in his special 3-litre Ferrari coupé, touches off a scene of hysterical enthusiasm as he snatches victory from Kling's Mercedes-Benz.

THE nineteenth Mille Miglia, run on Saturday and Sunday last, maintained its reputation as the world's greatest race and was brilliantly won by the Italian, G. Bracco, driving an experimental 3-litre Ferrari coupé, after an all-out duel with the German, Kling, in the new 3-litre Mercedes coupé. Bracco, who astonished everyone by finishing second in a Lancia Aurelia in 1951, this year averaged 79.9 m.p.h. despite foul weather, which seems to plague the Mille Miglia. The best British performance was that of Leslie Johnson, driving the original Nash-Healey prototype, now with a 4,100 c.c. engine, into seventh place at approximately the same speed as last year's winner's. Another fine effort was that of Tommy Wisdom in the same DB2 Aston Martin as in 1951. He won the over 2-litre *Gran Turismo* and was twelfth in the general classification. A record entry totalled over 600 cars, of which 502 started; but only 275 finished the difficult 980-mile course.

Première

Immense interest greeted the first appearance of the 300SL Mercedes team, Kling, Lang and Caracciola. These German challengers have light tubular chassis and low coupé bodies; the engines are tilted sideways to reduce the bonnet height. The Italian reply to the challenge consisted largely of the Ferraris. But they were weakened by the absence of Ascari, in Indianapolis, and Villorosi, who is recovering from a recent road accident. Taruffi had the new Ferrari two-seater with 300 b.h.p. Grand Prix engine of 4,500 c.c. to meet the German initiative, backed by the light 3-litre coupé driven by Bracco, and various 2,715 c.c. open cars driven by Borning, A. Scotti, Castelletti, Biondetti, and also the brothers Vittorio and Paolo Marzotto. There was also a team of special light Ferraris with cut-away bodywork, entered by the Scuderia Marzotto and driven by Comotti, Mancini and Serena. From France came two French Talbots, plus a big 2,800 c.c. Cistalia driven by the Dusios father and son. The British cause in this category was upheld by Stirling Moss in a Jaguar XK120C fitted with disc brakes, and by Johnson's Nash-Healey. Johnson had W. A. Mackenzie riding with him.

The rest of the entry was sub-divided into capacity classes in three main groups; first, sports cars complying with F.A.I.

regulations; second, International *Gran Turismo* (modified series chassis with closed bodies); third, production sports cars in catalogue trim; fourth, production touring cars of Italian make only; and finally, a typically Italian innovation—military vehicles, in which class two Fiat Campagnolas challenged two Alfa-Matta Jeeps. There was a strong British entry in the *Gran Turismo* category over 2,000 c.c., in the shape of the works Aston DB2 team driven by Wisdom, Parnell and Abecassis. The Healeys, father and son, were pitting the Le Mans Nash-Healey against a variety of Ferraris with engines from 2,560 to 2,800 c.c. Amongst the sports 2,000s were some very fast newcomers, including two Fiat 8V and three low Siata coupés based on the Fiat 8V chassis and fitted with retractable head lamps. The British entry also included T. W. Meyer in an H.W.M. and a Frazer-Nash in the hands of Bianchetti. The race saw the first mass struggle between the Alfa Romeo 1,900s and the Lancia Aurelias, ending in a decisive victory for Lancia. The special light *Gran Turismo* coupé, weighing 1,980 lb and fitted with the new second series engine, which has four carburettors, was driven brilliantly by veteran Luigi Fagioli, who came third in the general classification with an average of over 76 m.p.h. He was also first in the *Gran Turismo* 2,000 c.c. class despite the strong team of light Alfa 1,900 coupés with twin carburettors, driven by such stars as Sanesi, Cortese and Fangio. The standard Lancia Aurelia saloon handled by Mazzoni was also successful against the fleet of Alfa 1900 saloons in the national touring category.

Correct Approach

The Mercedes challenge was prepared with the usual Teutonic thoroughness; the drivers practised for two months and had all been round the course at least ten times. Lang retired early, after he had skidded into a stone post and wrecked his axle. Rudy Caracciola never got going really fast, and the brunt of the battle was therefore borne by Kling. The prestige of the Germans was enhanced by Porsches winning two classes.

The French made a fine show in the small car classes. Following the success of the Dyna Panhard saloon last year there was a flock of special sports coupés

this time with bodies by French and Italian coachbuilders. Victory resulted for Dynas in the 750 c.c. touring and 750 c.c. sports classes, and for a Renault saloon with modified engine in the 750 c.c. production sports category.

The weather was brilliant as the cars were scrutinized in Brescia's main square and Saturday night was warm and starlit when Italy's Under-secretary of Industry and Commerce started the first car, a Fiat Campagnola, at 9 o'clock. To give spectators a better view a high starting platform had been erected from which the cars ran down a ramp to begin the long chase through roads lined with cheering spectators; but the last few cars ignored this structure after several drivers, arriving late at the start and including Taruffi, had ignored it.

Rain

Cars were despatched throughout the night, but as dawn broke the traditional Mille Miglia downpour arrived, persisting intermittently throughout Sunday and making the roads slippery and treacherous. In the later stages of the race low cloud on the Futa and Raticosa passes reduced visibility. The high speed of this race brought its own difficulties and the route exacted its usual toll, two Italians, Grazzani and Avalle, both passengers, being killed in wrecked 750 sports cars.

At the first control at Ravenna, Bracco already had a fine lead, averaging over 90 m.p.h. and proving nearly five and a half minutes faster than Kling for 188 miles. Next came Vittorio Marzotto, and then Anselmi and Fagioli in Aurelias, and Biondetti, Taruffi and Castelletti in Ferraris. Lang had already crashed near Ferrara; Donald Healey had slid into a bridge when a tyre burst, wrecking his car, but proving unhurt, and Abecassis had retired with a broken clutch after holding Caracciola with the DB2 Aston.

Reg Parnell was leading this class at nearly 79 m.p.h. followed by T. H. Wisdom, but Parnell was eventually delayed by sliding into a stone post; he changed a wheel and carried on, but later ran out of fuel. Nevertheless he finished second in the class.

The frantic pace set by Bracco consumed tyres at a terrific rate, and by the time Aquila was reached, 455 miles from the start, he had dropped to fifth place, thirteen and a half minutes behind Kling. Castelletti was now second and Taruffi

Another Gruelling Mille Miglia continued

third, seven minutes behind the leader. Stirling Moss was eighth despite delay through a tyre throwing its tread. Kling, who had averaged nearly 93 m.p.h., changed tyres, refuelled and pressed on.

Italian hopes suffered a setback when Castelletti hurtled off the road in the mountains near Rieti near where Bornigia crashed last year.

Fagioli was now leading the 2-litre *Gran Turismo* class at the astonishing speed of 88 m.p.h.

Soon after 1 p.m. the lunchtime crowds in Rome saw the fastest cars roaring into the ancient capital to refuel, and about this time the first military Jeep was already crossing the finishing line at Brescia, having averaged 57 m.p.h. for the whole race. Kling was still leading at an average of 85 m.p.h. with a margin of six minutes and seventeen seconds over Taruffi, but he was doomed to confirm the

long-standing tradition that the leader of the Mille Miglia at Rome has never yet won the race.

Bracco, going like mad, was already back in third place five and a half minutes behind Taruffi. Fagioli, with the astonishing Aurelia, was next, then Biondetti, and then Paolo Marzotto and Stirling Moss. The battle was growing fiercer as Taruffi began his big effort; he cut Kling's lead to 2 min 22 sec at Siena but the power proved too much for the transmission, which broke, as it has on other experimental Ferraris in previous Mille Miglias, and Taruffi's challenge ended at Poggibonsi. J. Lurani and Berckheim had averaged 73.05 m.p.h. to Rome on the 1,500 c.c. Porsche, but now the lever stuck in third gear and they completed the rest of the course in this gear to win the class. Bracco was running ahead of Kling, so was not fully informed of the developing

drama but simply kept flat out. He was in his element on the treacherous mountain roads between Florence and Bologna, with the Futa and Raticosa passes shrouded in mist, and at Bologna he led by 1 min 20 sec. Loudspeakers relayed the news to the crowds, who were wild with excitement.

At Modena, home of Ferraris, Bracco had gained another 20 sec and, despite Kling's best efforts, he drew away to cross the line with 4 min 32 sec advantage at Brescia, where the rain-soaked crowds greeted him with hysterical enthusiasm.

Paolo Marzotto had been running third in a 2,715 c.c. Ferrari, but caught fire near the finish. Brother Vittorio was out with transmission failure at Ancona, and near Florence Biondetti's Ferrari went up in flames; the car was destroyed but the crew escaped.

Moss' Bad Luck

Stirling Moss now seemed a likely third, but his fuel tank was leaking and he finally retired with a mechanical failure at Bologna. Fagioli's Aurelia coupé became, therefore, a certain third and Caracciola, eight minutes behind, had to be content with fourth. Next came two more of the rapid Aurelias, driven by Anselmi and Ippocampo. Leslie Johnson, snatching seconds on corners, held seventh place.

The Alfa 1900 sprint models were having no luck; Cortese dived into an orchard, Fangio was slowed by brake trouble, and the best Alfa was Tadini's in seventeenth place. In the sports 2,000 c.c. class Marchese Brivio made a successful racing come-back in a Ferrari after 15 years' absence, winning the class against the Fiat Siata V-eights, which were not yet at their best. Noteworthy also were the Oscars in the first three places of the 1,100 sports class.

RESULTS

General Classification (Race distance: 971.569 miles)

1. Ferrari 3,000 (Bracco and Rolfo), 12h 5m 45s. 79.91 m.p.h.
2. Mercedes-Benz 3,000 (Kling and Klenk), 12h 14m 17s.
3. Lancia Aurelia 1,991 (Fagioli and Borghi), 12h 40m 5s.
4. Mercedes 3,000 (Caracciola and Kurre), 12h 40m 25s.
5. Lancia Aurelia 1,991 (Anselmi and Semino), 12h 54m 6s.
6. Lancia Aurelia 1,991 (Ippocampo and Mori), 13h 5m 39s.
7. Nash-Healey 4,100 (Johnson and Mackenzie), 13h 11m 59s.
8. Lancia Aurelia 1,991 (Amendola and Pinero), 13h 12m 18s.
9. Ferrari 2,000 (Brivio and Cassani), 13h 14m 22s.
10. Ferrari 2,000 (Bordoni and Geronimo), 13h 15m 58s.

CLASS WINNERS

Sports

Over 2,000 c.c.: 1. Ferrari (Bracco and Rolfo), 12h 5m 45s. 79.91 m.p.h.; 2. Aston Martin (Parnell and Bertoli), 13h 31m 43s. 2,000 c.c.: 1. Ferrari (Brivio and Cassani), 13h 14m 22s.; 2. Ferrari (Bordoni and Geronimo), 13h 15m 58s.; 1,100 c.c.: 1. Alfa (Caracciola and Kurre), 12h 40m 25s.; 2. Alfa (Anselmi and Semino), 12h 54m 6s.; 1,100 c.c.: 1. Dyma Panhard (Marchese and Polverini), 15h 5m 17s.; 2. Fiat Stanzuoli (Musso and Mosca), 16h 14m 10s.

Grand Touring Class

Over 2,000 c.c.: 1. Aston Martin (Wisdom and Lown), 13h 20m 40s.; 2. Aston Martin (Parnell and Bertoli), 13h 31m 43s.; 2,000 c.c.: 1. Lancia Aurelia (Fagioli and Borghi), 12h 40m 5s.; 2. Lancia Aurelia (Anselmi and Semino), 12h 54m 6s.; 1,991 c.c.: 1. Porsche (Lurani and Berckheim), 14h 5m 18s.; 2. Porsche (Della Fava and Arturi), 15h 0m 12s.; 700 c.c.: 1. Dyma Panhard (Glenoux and Trouzet), 15h 20m 24s.; 2. Fiat Zagato (Zafferi and Crotti), 15h 40m 58s.

Production Sports

1,100 c.c.: 1. Lancia Aprilia (Mazzonis and Marzella), 15h 27m 10s.; 2. Lancia Aprilia (Viale and Ballo), 15h 40m 43s.; 1,100 c.c.: 1. Porsche (Metternich and Einsiedel), 15h 53m 39s.; 2. Fiat (Baracco and Conelli), 17h 0m 43s.; 700 c.c.: 1. Renault (Redele and Pons), 15h 46m 15s.; 2. Fiat Superba (Zancchi and Raboni), 16h 34m 35s.

National Grand Touring Class

Over 1,500 c.c.: 1. Lancia Aurelia (Maggioli and Monteferrari), 13h 50m 35s.; 1,500 c.c.: 1. Fiat (Monaco and Ferraguti), 15h 40m 65s.; 1,100 c.c.: 1. Fiat (Matrullo and Conti), 16h 10m 22s.

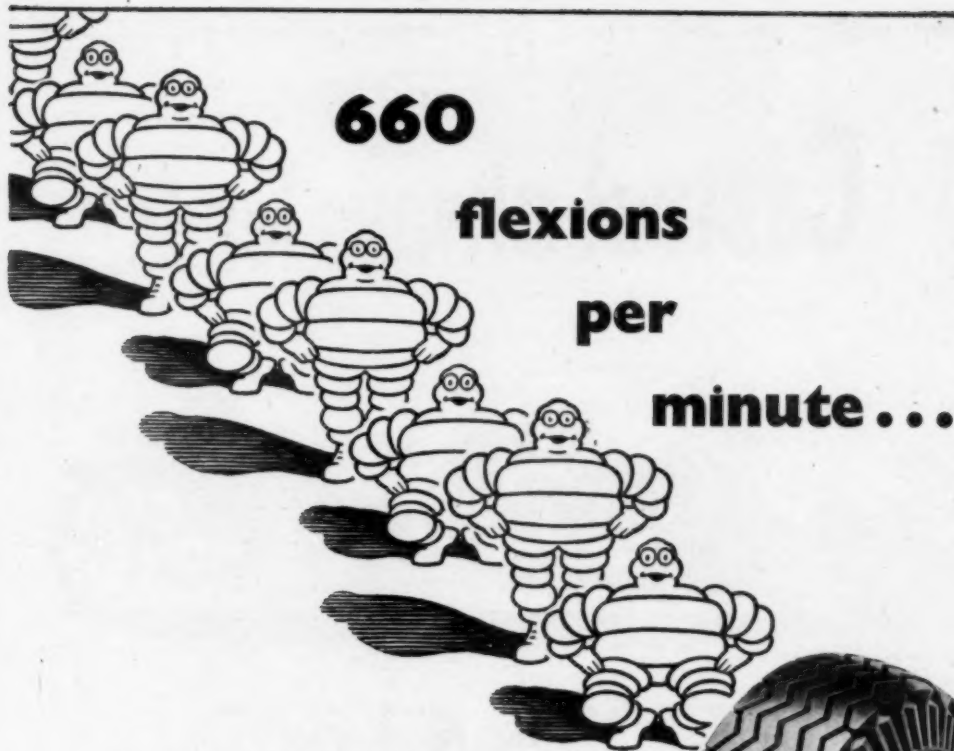
Military Vehicles: 1. Alfa Romeo-Malta (Costa and Verpa), 16h 54m 5s.



Kling (Mercedes-Benz 300SL), who was second in the race, awaits the starting signal from the Mayor of Brescia on the ramp at the starting point.



A brilliant third place was gained by the special lightweight Lancia Aurelia *Gran Turismo* coupé, driven with great verve by veteran Fagioli, here seen being congratulated by Castagneto, of the organizing committee, at the finish.



...that is what an ordinary car-size tyre has to endure at 50 m.p.h.

Now tyres, like human beings, cannot flex—and keep on flexing—unless they are supple; and, obviously, the more supple they are the longer they will be able to go on flexing.

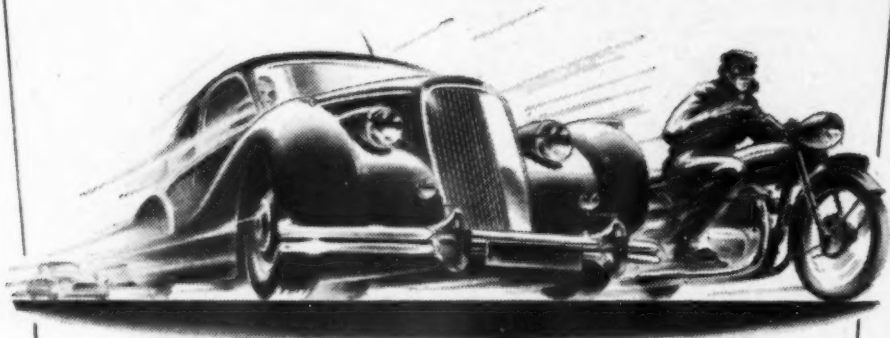
Being more supple,

MICHELIN TYRES

last longer !

MICHELIN TYRE CO. LTD., Head Office and Factory: STOKE-ON-TRENT

Castrol always leads!



1ST in 1935 with additive
to reduce cylinder wear
British Patent No. 423441. Also see
National Physical Laboratory Report
12/1/35

1ST in 1935 with a mild
detergent to clean the
engine itself
British Patent No. 431066

1ST in 1938 to announce
lighter oils for easy
starting, quick getaway
and petrol economy
See National Physical Laboratory
Report 2/9/38

1ST in 1949 with improved
inhibitors to protect
the oil itself
British Patent Nos. 658243—658183

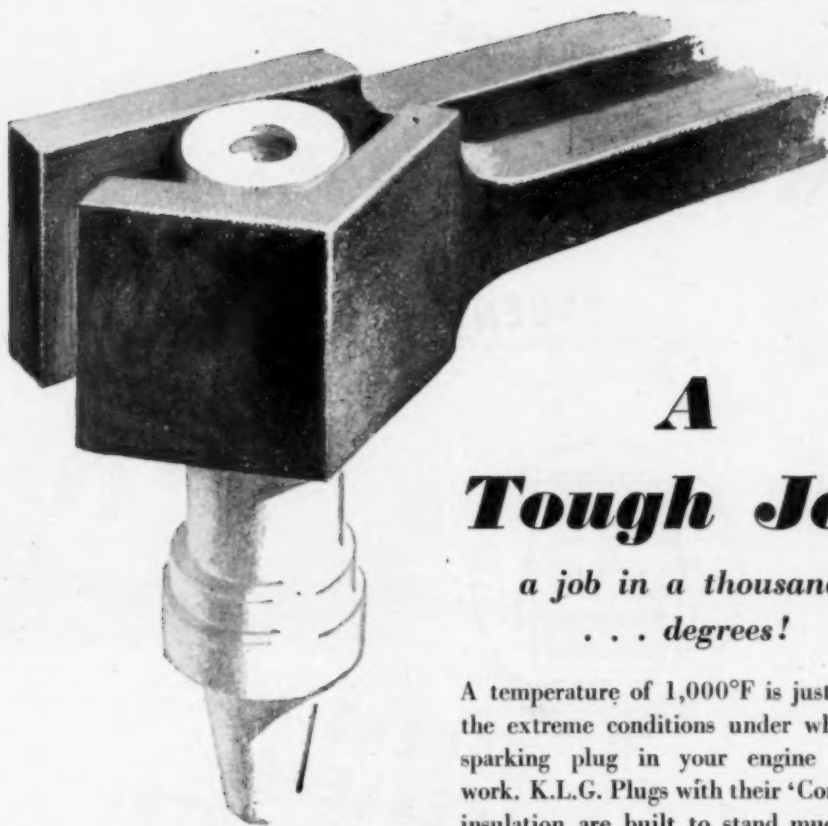
1ST in 1951 with hypoid axle
oils containing anti-scuffing
additive and rust and
corrosion inhibitors
covered by — British Patent Nos.
561898—561941—588864

2ND to none! The world's
most modern motor oil
in 1952

That is why most British motorists say
"GIVE ME CASTROL EVERY TIME"



THE MASTERPIECE IN OILS



A **Tough Job**

*a job in a thousand
... degrees!*

A temperature of 1,000°F is just one of the extreme conditions under which the sparking plug in your engine has to work. K.L.G. Plugs with their 'Corundite' insulation are built to stand much more than this. And to prove it, K.L.G. introduced this test of plunging clamp-held insulators into molten tin at 1,500°F as one of their normal production checks.

Unusual care in manufacture makes

K.L.G.

the best Plug for the Job

a **SMITHS** accessory for better motoring



REGENT HERE...

REGENT THERE...



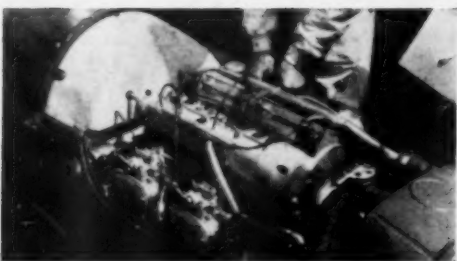
**REGENT
DEALERS
EVERYWHERE!**



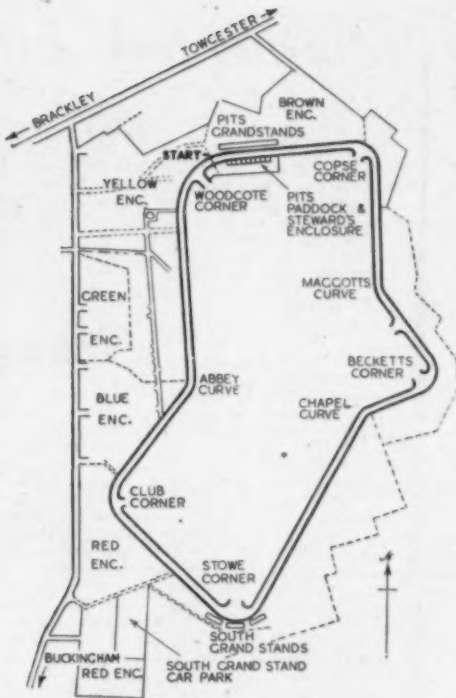
REGENT

Your car's best friend

TOMORROW'S BIG FORMULA 2 RACE



Two interesting four-cylinder 2-litre engines; the latest-type Ferrari, with four Weber carburettors, and the enlarged and modified 4CLT Maserati used in the two cars entered by Enrico Platé, to be driven by de Graffenried and Parnell.



The revised layout of the full Silverstone circuit, as it will be used for tomorrow's meeting.

CERTAINLY there can rarely have been any car races in this country with such a comprehensive field of entries as for the major event in the International Daily Express Trophy series at Silverstone tomorrow, which is organized by the British Racing Drivers' Club. This is the title event, is for formula 2 cars—that is, cars of engine capacities up to 500 c.c. supercharged, or 2,000 c.c. unsupercharged—and will be run in two 45-mile heats and a 105-mile final. Among the forty entries are almost all the principal contestants for formula 2 honours, although unfortunately the works Italian Ferraris will not be there.

Bird from France there is the official Gordian team, consisting of Manzoni, Bira and motor cyclist Jean Behra; it is hoped that the first-named will be driving the new full 2-litre version. Veritas will be there from Germany; the two Platé Maseratis and the *Ecurie Espadon* (with two Ferraris) from Switzerland; Johnny Claes from Belgium; and from this country full representation of Alta, H.W.M. Connaught, Cooper-Bristol, Frazer-Nash, Aston-Butterworth, and various lone entries. The E.R.A. to be driven by Stirling Moss will probably be an E-type chassis with Bristol engine, the latest chassis not being ready yet, while there is a strong rumour that, as at Goodwood recently, world champion Juan Fangio will be at the wheel of J. N. Cooper's Cooper-Bristol.

The other events, for 500 c.c. cars, production touring cars and production sports cars, while less international in

entry, are hardly less interesting, and each should produce a terrific battle for supremacy. Then there are several interesting demonstration runs, including one of record-breaking cyclist José Meiffret, with Geoff Duke as his pace-maker, and one of the Allard and Sunbeam-Talbot cars which did so well in this year's Monte Carlo Rally.

The first race is timed for 10.15 a.m., and the circuit officially opens at 7 a.m.; it should hardly be necessary to add that the earlier spectators arrive the better. British Railways are running excursion trains from Euston (departing 7.50 a.m.) and from many Midland towns.

| TIME TABLE, MAY 10 | | |
|--------------------|---------------|----------------------------------|
| Event | | Approximate times Begins Ends |
| 500 c.c. race | | 10.15 a.m. 10.55 a.m. |
| 1st heat | International | |
| Trophy | | 11.25 a.m. 11.57 a.m. |
| Production | touring car | |
| 2nd heat | International | 12.30 p.m. 1.16 p.m. |
| Trophy | | 2.00 p.m. 2.32 p.m. |
| Production | sports car | |
| Final | International | 3.20 p.m. 4.01 p.m. |
| Trophy | | 4.45 p.m. 6.00 p.m. |

ENTRIES

International Daily Express Trophy Race
Alta 1,968: A. O. Whitehead, F. A. O. Gaze, C. O. M.
 Down, N. Whitehead, for Ferrari.
Aston-Suithers 1,986: W. E. Clarke, R. M. H.
 Charrington.
Cougarcraft 1,964: R. E. Clarke, K. McAlpine, E. H.
 Down, Fotheringham-Parker.
Geoper 1,971: J. M. Hawthorn, A. Brown, J. N.
 Cooper.
H.R.A. 1,998: S. Moss.
Ferrari 1,980: R. Fischer, P. Hirt, R. Baird; 1,993
 and W. A. Debon, P. M. Whitehead (or Alta).
Fraser 1,973: T. A. D. Crook, E. Wharton,
 P. R. Gerard.
Gardien: Bira, H. Mannson, J. Behra.
Harley-Davidson 1,968: J. Collins, J. D.
 Hamilton, L. Mocklin, A. F. R. Bolt.

H.A.R. 1,954: H. A. Richards.
H.R.C. 1,767: M. J. O. Keen.
Los-Franco 1,674: E. W. K. Lund.
Masorati 1,966: E. de Graffenried, M. Parnell.
Simoa Gordini: J. Cinc.
Veritas 1,966: F. Fietsch, T. Ulmen, Z. Duntov.

Woden 1,964: B. E. Bradnack.
199 S.E. Mass.

Arnett: J. F. Brine.
Cooper: J. D. Barber, M. A. H. Christie, D. A. Clark, J. Coombes, H. N. Cooper, J. N. Cooper, G. D. Gairdner, H. S. Gray, G. Lewis-Evans, A. J. Nurse, J. G. Reece, A. C. Rippon, A. Symonds, D. F. Truman, W. J. Whitehouse, G. H. Wickham.
Ernst: Starling: J. D. Hahn, E. Wharries.
F.M.S.: F. H. Bacon.
J.M.S.: F. J. Collins, A. Moore, A. W. Richards.
P.C.: J. H. B. Smith.
Klett: K. A. Gregory, C. D. Headland, S. Moss, D. Parker.
Lenton Spl.: L. Lenton.
Mazod: K. Smith, A. D. Gill, G. S. Shillito.
Mazodrite: C. R. Instone, O. Poppe.
Smith 598: K. G. Smith.
Tyler Klett: G. L. Jones.
Wamp: E. A. Moor.

Production Sports Car Race

[illegible]

Production Touring Car Race

1.161 to 1.500 each : M.G. 1.250; R.W. Jacobs.
Jovett Javelin 1.480; H.L. Radley. R.J.C. Marshall, W.Bennett. 1.801 to 2.000: Alfa Romeo 1.58;
E.de Grafenried. Citroën 1.911; C.Mortimer.
British 1.871; L.Potter. T.A.D. Crook 1.891.
C.L.Gori. G.Rodney. A.G. Auguster. A.G. 1.901.
C.C. Mayers. 2.001 to 2.000: Sunbeam 1.901.
2.207: O.R.Hartwell and J.M.Sparrows. J.P.
Slatter. R.W.Merrick. Healey 2.443; K.Wharton.
Alfa Romeo 2.443; O.Capra. Riley 1.443; A.F.O.
Rogers. G.H.Grace. A.P. Warren. Healey 2.443;
H.E. Harding. Alvis 2.443; C.G.H.F. Dunham.
B.F. 2.001 to 2.443:
B.F.Braddock. Alford 2.375; R.N. Allen.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Slalom

THE Ford Consul may provide a convenient seat for children owing to its tail shape (as I recounted the other week), but the opposite extreme has its temptations. A reader writes from Bradford, Yorkshire, apropos Jowett Javelins, which are seen around Bradford with some frequency and for obvious reasons. He came across two children sliding happily down the smooth curve of the back from the roof to the ground, and the pastime was interrupted only when a gas workman came along in uniform. The sight of an individual in uniform, unspecified, still has a sobering effect, apparently.

He makes an incidental complaint that a recent article in this journal was spoiled by a white "river" across the type owing to a fold in the paper. I am sorry about this, and so is the production manager. But the presses which print this journal use a reel of paper 7,600 yards long in precisely 25 minutes, during which time all the thousands of words are recorded on it over and over again. At nearly 10 m.p.h. a slight crinkle may come and go in a flash, and there's the river that we all regret but that is occasionally experienced.



Sliding happily.

Uneasy Partnership

STYLING and engineering do not share the same car together in close harmony. I doubt if they ever will, and George Williams, who was responsible for the Transport Pavilion on the South Bank site of the Festival of Britain, admits that they do not yet. He was reading a Paper entitled *Design in Transport*; as engineer with aesthetic tastes and abilities, he was well qualified to do so. He is, also, a keen motorist.

But even an industrial designer fails to bring logic into car styling, because Mr. Williams, having said that styling is too often the whim of the director or his wife, and that to introduce a false wing line across a slab-sided body is bad practice, maintains that tradition must have its place in design. Well,

now; the director's wife, insisting on a bit here and a bit there of whatever it may be, is merely obeying the promptings of tradition, and the common insistence on a false wing line across a slab side is the influence of tradition on other stylists. The industrial designer, admittedly, wants to retain what is good in tradition and let the rest go, but who is to say what is good?

In car manufacture it had better be the customer, and the director's wife is as good an example of the customer as any. Not the stylist, unless he is customer-driver-engineer first and stylist after, or we shall find cars going the same way as pure art—into an abstract where the ordinary mortal cannot follow; that means the manufacturer going out of business.

Aesthetic taste is appallingly individual, and varies with age and circumstance. It looks as if the car stylist must satisfy the majority, which spells mediocrity for the pure artist—according to his contemporary lights. It had no such inhibitions for Beethoven or Constable. What is the ultimate scale on which art is to be judged?

♦ ♦ ♦

Openly Arrived At

ON my route to Town is an open cross-roads, with a filling station as the sole building in the neighbourhood, well back from the junction. Visibility is perfect in all directions, and warning signs are adequate. I was discussing this spot with a colleague to whom it is even better known than to me. "It ought to be completely safe," I said, "and there should be no need for a roundabout." "It ought to be," he answered, "but it isn't. That filling station is tired of being called upon as a witness to pile-ups."

What are we driven back to here? A higher level of skill and responsibility on the part of road users, and physical measures to prevent collisions. Road works, in other words—possibly a roundabout at this spot, preferably an overpass with link roads. One can almost hear the Parliamentary answer—"in the present economic circumstances, etc., etc." Yet the Government would be horrified if one suggested that it put an £ s d value on human life.

♦ ♦ ♦

Pride in It

HOW pleased I am when I come across someone who obviously takes a pride in his driving. The signs are manifold and I wish they were equally numerous in appearance on the road. I give top marks to the man who deliberately pulls over to indicate that it is safe to overtake a lorry in spite



Exact pace.

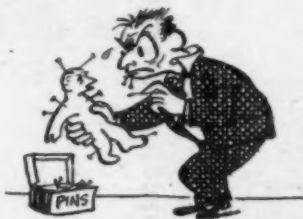
of the fact that he is coming in the opposite direction. I give high marks also to the man who overtakes without a wild yawning into the far side. I respect the driver who proceeds at a spanking rate with his left-hand wheels a precise and not excessive distance from the kerb, and who pays me the compliment of not sticking out a direction indicator as he overtakes a ten-tonner which both of us have caught up with.

Above all, I feel warm friendliness to the driver who maintains his exact pace when I overtake him and who does not think, merely because I happen to be going fast, that I want to "race." Will the hundreds of those who have assumed that I do want to race merely because I have overtaken them please note that those of us who are fortunate enough occasionally to handle fast cars are the least inclined to indulge in competitive motoring on the high road? (I am afraid they won't because obviously no such motorist could be a reader of this journal.)

♦ ♦ ♦

Tip and Run

IF I am to be found moulding a little wax figure and sticking pins into it it will be because a certain individual less than in control of his vehicle has scraped my front wing and gone away without confessing his crime or even leaving an anonymous note of apology. Unfortunately, I do not know in what likeness to make my image, but something clottish would obviously be apposite.



Sticking pins.



The Autocar ROAD TESTS

Slight alterations to the overall dimensions for the limousine model have not materially changed the appearance of the knife-edged Triumph bodywork. The car has exceptional window area and visibility.

No. 1465: 2-LITRE TRIUMPH LIMOUSINE

IN their immediately post-war range the Standard company included two Triumph models, known as the 1800 roadster and saloon, both of which were fitted with distinctive coachwork. The saloon was designed as a smart town carriage of traditional style, with full razor-edge coachwork. With the introduction of the Vanguard, the Triumph was redesigned to utilize the new 2-litre engine and also a large number of the chassis components, yet still retaining the razor-edge body style. This model is known as the Renown. The latest addition to the range is the limousine that has recently been tested by this journal.

As with all specialized cars, this model caters only for a limited market, as naturally the demand for limousines relative to other body styles is quite small. It may well be that this factor has a particular significance in the design of the Triumph as, judged by limousine standards, the car is a small one in its class in spite of the wheelbase being three inches longer than that of the saloon. However, this quality may in some cases increase its utility by reason of the handiness conferred in dense traffic conditions and relatively low fuel consumption compared with large models. Again because of its overall size, the Triumph still looks very much the same from the outside as the ordinary saloon version, and this would perhaps enable it to be used by those people who require their car to be chauffeur driven only for a part of the time, and do not wish to run two cars.

The Triumph limousine is in fact a smart chauffeur-driven town carriage for two persons, but also it has a useful performance and a good turn of speed. Should the need arise it can, under favourable conditions, average around forty

DATA

PRICE (basic), with limousine body, £925. British purchase tax, £515 7s 9d. Total (in Great Britain), £1,440 7s 9d. Extras: Radio and heater fitted as standard equipment.

ENGINE: Capacity: 2,068 c.c. (127.6 cu in). Number of cylinders: 4. Bore and stroke: 85 x 92 mm. (3.347 x 3.622 in).

Valve gear: o.h.v., push rods. Compression ratio: 7 to 1. B.H.P.: 66 at 4,200 r.p.m. (43.4 B.H.P. per ton laden).

Torque: 106 lb ft at 2,000 r.p.m. M.F.H. per 1,000 r.p.m. on top gear, 16.9.

WEIGHT (with 5 galls fuel), 27½ cwt (3,094 lb). Weight distribution (per cent): 45 F; 55 R. Laden as tested: 3½ cwt (3,500 lb). Lb per c.c. (laden), 1.68.

BRAKES: Type: F 2-leading shoe; R leading and trailing shoes. Method of operation: F Hydraulic. R Hydraulic.

Drum dimensions: F 9in diameter; 1½in wide. R 9in diameter; 1½in wide. Lining area: F 121 sq in. R 121 sq in (78.6 sq in per ton laden).

TYRES: 5.75-16in. Pressures (lb per sq in): 22 F; 28 R. TANK CAPACITY: 14 Imperial gallons.

Oil pump, 12 pints. Cooling system, 18 pints.

TURNING CIRCLE: 40ft 6in (L and R). Steering wheel turns (lock to lock): 2½.

DIMENSIONS: Wheelbase 9ft 5in. Track: 4ft 3in (F); 4ft 6in (R). Length (overall): 15ft 1in.

Height: 5ft 5in. Width: 5ft 4in. Ground clearance: 5in.

Frontal area: 23½ sq ft (approx.).

ELECTRICAL SYSTEM: 12-volt 51 ampere-hour battery.

Head lights: Single-dip, 48 watt.

SUSPENSION: Front, independent, with wishbones and coil springs.

Rear, Half-elliptic. Anti-roll bar.

SAVES TRIUMPH LIMOUSINE

PERFORMANCE

ACCELERATION: from constant speeds. Speed, Gear Ratio and time in sec.

| M.P.H. | 3.4 | 4.625 | 7.71 | 16.35 |
|--------|------|-------|------|-------|
| 10-30 | 17.3 | 11.7 | 6.3 | — |
| 20-40 | 15.8 | 10.8 | 7.0 | — |
| 30-50 | 16.5 | 11.7 | 9.9 | — |
| 40-60 | 18.0 | 13.9 | — | — |

From rest through gears to:

| M.P.H. | sec. |
|--------|------|
| 30 | 6.4 |
| 50 | 15.7 |
| 60 | 23.4 |
| 70 | 36.5 |

* Overdrive.

Standing quarter mile, 23.0 sec.

SPEED ON GEARS:

| Gear | M.P.H. (normal and max.) | K.P.H. (normal and max.) |
|------|--------------------------|--------------------------|
| Top | 74 | 119 |
| 2nd | 75 | 121 |
| 3rd | 48-50 | 64-66 |
| 4th | 18-34 | 29-39 |

SPEEDOMETER CORRECTION: M.P.H.

| | | | | | | | |
|-----------------|----|----|----|----|----|------|----|
| Car speedometer | 20 | 30 | 40 | 50 | 60 | 70 | 75 |
| True speed | 20 | 30 | 39 | 48 | 59 | 67.5 | 77 |

TRACTION RESISTANCE: 30 lb per ton at 10 M.P.H.

| TRACTION EFFORT: | Pull (lb per ton) | Equivalent Gradient |
|------------------|-------------------|---------------------|
| Top | 193 | 1 in 11.7 |
| Second | 330 | 1 in 6.7 |

| BRAKES: | Efficiency | Pedal Pressure (lb) |
|---------|-------------|---------------------|
| | 92 per cent | 109 |
| | 91 per cent | 100 |
| | 69 per cent | 50 |

FUEL CONSUMPTION: 20.1 m.p.g. overall for 660 miles (14.1 litres per 100 km.). Approximate normal range 18-22 m.p.g. (15.7-12.8 litres per 100 km.). Fuel: British Fuel.

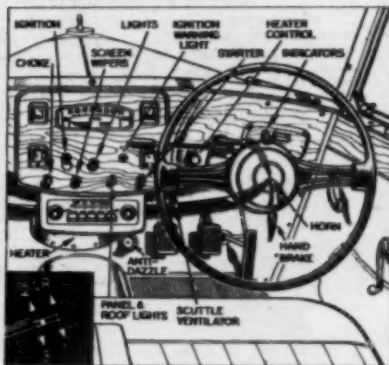
WEATHER: Dry surface, wind light.

Air temperature 48 degrees F.

Acceleration figures are the means of several runs in opposite directions.

Traction effort and resistance obtained by Topley meter.

Model described in *The Autocar* of October 5, 1951.





Separate head lamps, and surfaces bounded by straight lines, give the Triumph an unusually dignified air among modern cars. The large-diameter external radiator filler cap carries a plated motif.



The angular lines blend well with the sweeping curves of the wings. Useful protective strips are fitted to the front wings to protect the surface finish. A lockable petrol filler cap is mounted in the left rear wing.

ROAD TEST continued

miles in the hour, but it is not necessarily intended for long-distance touring at high speeds. The engine is quiet, smooth and flexible, with good pulling power at low speeds. At cruising speeds it is also smooth, and with the Laycock de Normanville overdrive unit, available as an optional extra (and fitted to the car tested) in operation, the car is particularly free from engine noise and glides along in a very willing manner. Hill-climbing abilities are in keeping with the car's general character. Normal main road hills can be climbed on the direct-drive top gear, while second in the three-speed box will cope with most of the steeper hills, including a test hill with a gradient of 1 in 5, which was taken with the car in two-up conditions.

Owing to the general layout of this model, together with a weight distribution bias towards the rear wheels, even with the car in the unladen condition directional stability presents a problem difficult to solve; and in spite of a considerable differential in recommended tyre pressures the Triumph limousine has a marked tendency to oversteer even at fairly low speeds.

The steering is quite sensitive and has good self-centring action, yet it does not possess that very light and lively feel associated with some oversteering cars. The turning circle is no greater than that of the saloon; in fact, the limousine is readily manoeuvrable in a confined space. The steering wheel is well insulated from road shocks.

Mounted on the steering column, the gear change is light in operation and pleasantly positive; the engagement of the overdrive unit (simply by moving the gear lever a short distance in a plane parallel to the steering column after top gear has been engaged) is particularly pleasing. When in the neutral position the lever is spring-loaded towards second and top gear positions. Another good and uncommon feature, especially in a three-speed gear box, is the provision of synchromesh on first gear. The clutch is smooth in operation, and during the various tests no judder was experienced; also the clutch pedal is quite light in operation.

The hydraulically operated brakes with two-leading shoes at the front are very effective and under test conditions a

The bench type seat in the front compartment is non-adjustable. Pockets and arm rests are fitted to both doors, and the polished wood door cappings are formed with useful door pulls. The passenger compartment is tastefully finished. Polished cappings to door and division complete the air of comfort afforded by the upholstery. The radio speaker is set in the rear window shelf, while the radio control is mounted on the division. On future models this component will be housed in the front compartment. Both the inner panels of the glass division can be opened.





The luggage locker is of reasonable capacity, and is internally lined. The lid may be used as a platform, and within its thickness are housed the spare wheel and the tools for wheel changing.

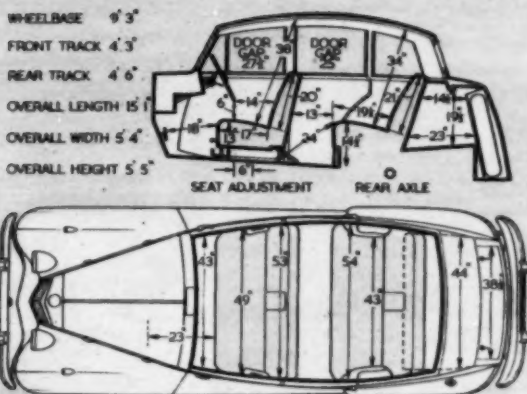
very high efficiency was recorded with only a moderate pedal pressure. No brake fade or judder was experienced during the strenuous conditions imposed during the performance testing. The hand brake, too, is quite effective. A similar suspension system to that on the Renown saloon is fitted to the limousine, using coil springs at the front and leaf springs at the rear. This provides comfortable riding over most types of surface, with very little pitching, yet a certain amount of roll takes place on corners.

Perhaps the feature of major importance to the would-be purchaser of a car of this type is the quality of the rear compartment and of the back seat riding. Considering the size of the car there is a very considerable amount of room in the Triumph limousine, and the rear compartment passengers can really sit back and stretch their legs. The rear seat, too, is comfortable and well upholstered; it would perhaps be improved if the cushion width were increased to give a little more support to the passengers' legs. A central folding arm rest is fitted at the rear. The large glass area of this car's coachwork permits very good visibility and passengers are able to admire the view with little interruption from door or windscreen pillars.

The Driving Compartment

With an increase of only two inches in overall length compared with the saloon, it is, of course, not possible to arrange so much room as is given in the rear compartment without reducing the space in the front compartment, especially when it is realized that a partition behind the driving seat is fitted as well. On the car tested the driving compartment is cramped for tall occupants and the driving position provided by the non-adjustable one-piece seat is comfortable only to the shorter driver who likes to sit very close to the steering wheel. This matter has been attended to, however, by the manufacturers, who have moved the front seat back 1½ inches in the production models. This will no doubt help, yet for a tall driver a further increase would perhaps be desirable.

From the driving seat visibility is not impeded by thick windscreen pillars; in fact, the Triumph has particularly thin pillars in spite of the fact that pivoting triangular panels are also fitted at the front. The pedals are quite well placed and the rearrangement of the seating will improve the driving position generally. The minor controls are neatly grouped, together with the instruments, in the centre of the fascia panel. A radio and a heater unit are both fitted as standard equipment to this model; on the car tried the radio is arranged to have its control panel under the control of the passengers, it being mounted on the rear side of the partition, but on future production models the control panel will be fitted where it is under the control of the driver. The heater, with a scuttle ventilator fresh-air intake, effectively warms the front compartment and demists the



Measurements in these 1/16 in scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

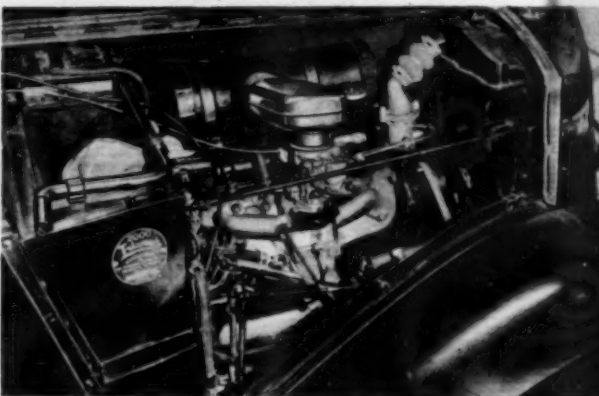
windscreen. The heater fan produces a noticeable amount of noise in the maximum blow position.

The whole of the interior is very nicely and tastefully trimmed, the polished woodwork in particular is very pleasing and blends well with the general style and character of the bodywork. The head lining is of a very high quality, and gives a nice finish to the interior. Dividing the two compartments, the glass partition has a two-piece sliding portion in the centre with fixed curved glass ends. At night slightly disturbing reflections arise from this vertical partition. Two interior lights are fitted, allowing both the front and the rear compartment to be illuminated as required.

The externally mounted head lamps are powerful and give a satisfactory spread of light as well as a good beam. The horns, too, are powerful and have a pleasing note. Starting from cold was at all times good and very little use of the choke was required.

As already remarked, by limousine standards the car is not a large one, yet its distinctive style and air of quality give it a certain appeal, especially as a town carriage.

The starting handle and small tools are carried adjacent to the battery, and both this and the engine itself have good accessibility. A large air cleaner is fitted, and the traditional side bonnet opening makes maintenance of carburettor, or, on the other side, sparking plugs and distributor, very simple.





ELEGANCE AT TURIN

SPECIALIST COACHWORK PREDOMINANT AT 34th SHOW

PLANS for this year's Turin Show were cancelled last summer, following the rather disappointing attendance at the 1951 show, but after an energetic press campaign the decision was reversed, and the show opened on April 23, continuing to May 4. It was devoted to cars and coachwork, commercial vehicles and accessories, and attracted exhibits from eight nations. In the car section, the United States had the largest share with 18 makes on show, closely challenged by Britain with 17 makes. Ten Italian factories showed their latest models, seven makers sent cars from Western Germany, and five French makes were represented.

The show came at a rather critical period, for the Italian market is approaching saturation at present prices and the great Fiat works of Italy's largest manufacturer had to cut the working week to

40 hours some months ago. With only 443,000 cars and light utility vehicles in operation, Italy is far from having all the cars she could use, but taxes now prevent further expansion, and the motoring aspirations of the ordinary man cannot usually rise beyond the nimble motor scooter.

Italian manufacturers blame the tax structure for high production costs, which limit both home and export sales. There is a series of sales taxes and levies on raw materials, components and supplies at each stage of manufacture and distribution, which is said to total about 35 per cent of the final selling price, and, unlike the British purchase tax, this manufacturing tax cannot be lifted from export vehicles. Despite considerable efforts, the Italian industry was, therefore, able to export only 22.9 per cent of its vehicle output last year, although this represents a

considerable improvement over the 14.5 per cent of 1950.

The situation is thus not favourable for the introduction of many new models, and the main interest of the show was in the latest creations of the Italian coachbuilders, who continue to maintain an astonishing flow of ideas, which is reaping its reward in lucrative design contracts from manufacturers in various countries.

This year some of the most interesting new creations were on British chassis. In nearly every example the coachbuilder had tried to retain some semblance of the traditional radiator grille, as an essential feature of so many British cars, but had tried to blend it into a modern style with varying degrees of success. One of the happiest achievements was Ghia's two-door saloon Armstrong Siddeley, with a modified version of the normal front, perfectly wedged to a smooth-tailed body

Blunt, businesslike and extremely low-built; Allemano's sports racing car on the sprint Dyna chassis.



Interesting convertible coupé coachwork by Bertone on a TD M.G. chassis. A semblance of the normal grille is retained.



of graceful lines, which provided adequate and comfortable seating for five to six people. Ghia had also tackled the very difficult problem of the Rolls-Royce. The traditional radiator shell was retained, but moved forward slightly and lowered by three inches. The impression remained that the designer had been defeated by the task of blending the uncompromising square shell with his graceful limousine body, but he earned marks for a good try. Ghia's most successful creation was a brilliantly bold and original two-door streamlined coupé on the Fiat 1400 chassis. All four wheels were partly enclosed and the roof line was swept low down between upswipe tail fins.

Stabilimenti Farina had an immense five-seater convertible on the Mark VII Jaguar chassis, which was named the Golden Arrow Victoria. It had wire wheels, and there was a semblance of a radiator shell, but it no longer identified the car as a Jaguar, and rather detracted from the general appearance. A more spirited and successful effort by this resourceful house was a very low built two-seater Ferrari coupé with interesting new features in the grille and décor.

Bertone made use of the M.G. TD chassis with notable success for two bodies, a two-seater convertible and a coupé. In both a semblance of the traditional radiator was retained, but it was blended perfectly into smooth-sided bodywork in the best modern style.

Production Cars

Among the standard British cars there was a representative range of Rolls-Royce and Bentley models, which, standing high and square cut above the surrounding low-built and streamlined cars, excited a wide range of reactions from the demonstrative Italian spectators. The Rovers, appearing in Italy for the first time, created a good deal of interest; so did the Austin Seven, which appeared alongside the A.40 Somerset and A.40 Sports. Good mechanical exhibits were few, but the Rootes Group's Sunbeam-Talbot chassis was an outstanding example. Other British constructors who showed examples of their current types were the Nuffield Organization, Jaguar, Frazer-Nash and Singer. The Vauxhalls with the new "square" engines were exhibited among other General Motors products, and the Ford Consul appeared alongside the new Ford Taunus from Germany and the latest Ford, Lincoln and Mercury models from the United States.

In reviewing foreign exhibits it is significant to note that by far the largest stand, outside those occupied by Italian manufacturers, was one which presented an impressive and complete array of the latest Mercedes-Benz models from Germany. Volkswagen, Porsche and Borgward Hansa were also strongly represented. The new Hansa 1800, which resembles the 1500 in layout, but has an enlarged o.h.v. four-cylinder engine, was shown with a striking body by Bertone. Among America's latest models the Kaiser Henry J and the larger Manhattan made their first European appearance in 1952 form, with redesigned grilles and tail lamps. On the Manhattan the tail lamps now occupy the whole rear surface of the wing.

Sharing the honours with Ghia's Fiat as premier coachwork attraction was Pinin Farina's open two-seater on the Lancia Aurelia chassis. It gave the impression that this great designer had taken a look at the General Motors experimental car, Le Sabre, and decided to show what Italy

could do in building a car which looked like a jet aircraft. The result was simpler and smoother than the American car, but entirely effective. Next to it was an example of Pinin Farina's new bodywork for the Nash-Healey, already illustrated in *The Autocar*.

The Italian coachbuilder always takes a comprehensive view of his task, and rarely shirks major chassis modifications. Viotti had cut the Fiat 1400 coachbuilders' chassis and shortened the wheelbase by

3½ inches, to build a light streamlined coupé with two seats and two occasional seats, weighing only 2,200lb complete. Panelling was in Duralumin on a sheet steel frame, and the suspension was modified to reduce the overall height. Colli, on the other hand, had cut the Alfa Romeo 1900 saloon in two and lengthened it, to produce a six-seater limousine with winding division, using most of the standard body panels. The lengthened transmission line was accommodated by fitting a two-



An excellent five-six seater two-door Armstrong Siddeley saloon by Ghia.



Five-seater Golden Arrow Victoria convertible by Stabilimenti Farina on a Jaguar Mark VII chassis.

Below: Pinin Farina's simple but smart convertible on the Alfa Romeo 1900C sports chassis.





The P.F. 200. Pinin Farina's creation with notably smooth, simple lines, on a Lancia Aurelia chassis.

ELEGANCE AT TURIN

continued

piece propeller-shaft. Colli also showed an unusual little sports two-seater on the Fiat 1100, with gracefully rounded sides, a forward sloping grille and air ducts to cool the rear tyres and brakes.

Another interesting small sports car was Zagato's streamlined coupé on the Fiat 1100, complying with the International Gran Turismo regulations. The suspension is modified to produce a very low frontal area, the engine can be supplied with a special head and twin carburetors, and the weight is only 1,540 lb.

The station wagon is still a popular style with several Italian coachbuilders, but the most graceful lines are still those of the Vioti bodies. Those on the Fiat 1400 are in regular production and a prototype on the Lancia Aurelia was exhibited. Doors and side panels are in wood, but all main structural elements are in steel. Coriasco bodies have a similar line, but are metal panelled throughout. The rear seat folds forward against the back of the front seat when not in use. In this field, few of the coachbuilders have been able to match the neatness and practical utility of the latest Fiat 500 station wagon with all-metal bodywork, which was making its first appearance in Italy. The wheels on the cars shown at Brussels and Geneva were steel discs like those on the Fiat 500C coupé, but at Turin a new type of artillery wheel was seen.

On the mechanical side, even if there were no important new models to record, there was a good deal of interest in mechanical details. The Alfa Romeo 1900 saloon now has modified rear suspension in which the axle is located by tubular steel radius arms and a central A bracket, instead of relying solely on two light alloy radius arms as previously. The short wheelbase 1900C sports model has a two-carburettor engine in which one carburettor goes into action only when full power is required. The Alfa Romeo

Jeep-type four-wheel-drive utility vehicle, already briefly described in *The Autocar* in its military form, was shown for the first time as a civilian version. It has a modified 1900 engine, with dry sump lubrication, which allows space for a propeller-shaft to pass forward under the engine to drive the front wheels. The gear box has four speeds and the front drive can be disengaged at will. Front suspension is by torsion bars and there are half-elliptics at the rear.

Lancia quietly presented the Second Series Gran Turismo Aurelia coupé, making no special announcement to draw attention to it. The body lines have been improved in detail, and the brakes are larger. The engine has new cylinder heads, new manifolds and a higher compression ratio giving an increase of 5 b.h.p. over the first series.

Cisitalia Renaissance

Piero Dusio is back in Turin, re-activating Cisitalia, although retaining an interest in the Autoar in the Argentine (*The Autocar*, May 2), and he showed the new 2.8-litre car in prototype form alongside the well-known 1,100 c.c. sports car which continues in limited production. The new model has a B.P.M. four-cylinder 2,800 c.c. marine engine, with single overhead camshaft, which in competition form is said to produce 160 b.h.p. Chassis and front suspension have the usual Cisitalia characteristics, but the de Dion rear end is entirely new. Clutch, gear box and final drive are in one unit at the rear, and the suspension is by half-elliptic springs, additional location being provided by two laminated radius arms. Four British Girling telescopic dampers are used at the rear and two at the front.

The centre of interest on the Fiat stand was, of course, the 8V sports coupé, first revealed at Geneva, but this time a sectioned engine was on view. This resem-

bles in general layout the new o.h.v. Lincoln V-eight, which was announced at about the same time. The valves are in line, operated by push rods from a central camshaft. The rocker boxes are offset and the exhaust pipes rise from the centre of the cylinder heads. Another attraction on this stand was the Fiat Campagnola, with special saloon bodywork by Savio, in which Butti made the latest record for the trip between Algiers and Cape Town.

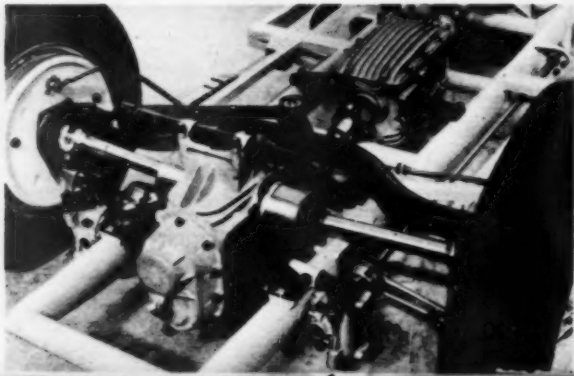
One of the most interesting current examples of collaboration between Turin and Detroit was revealed by S.I.A.T.A., a specialized company associated with Fiat, who presented a really fine sports chassis specially designed to take the Chrysler V-eight engine, but obviously capable of accommodating several other American power units. Front and rear suspension is by torsion bars, the rear axle being de Dion, and there is a massive, heavily finned gear box mounted separately at the centre of the chassis, with a short direct-acting gear lever. S.I.A.T.A. also showed their delightful little 750 c.c. sports car which can be fitted with a tuned version of the American Crosley engine for United States buyers, and there was a charming new sports coupé by Stabilimenti Farina on the S.I.A.T.A. Daina, the sports version of the Fiat 1400.

The ease with which the Dyna Panhard won the 750 c.c. touring category in the Mille Miglia last year has obviously made an impression, and Nardi showed a new tubular sports chassis using the Dyna Sprint engine and front drive unit. Rear suspension was independent, with a split axle and reversed quarter-elliptics. Allemano had used the standard Dyna Spring chassis for two delightful sports cars, an open two-seater for sports car races, and a streamlined coupé. The open car had twin Weber carburetors and large front brakes, with centrifugal air ducts for cooling, similar to those on the Fiat 1100.

Moretti, who since the war have exhibited rather expensive little economy cars alongside various ambitious racing car projects, showed a new formula 3 racing car with four-cylinder twin overhead camshaft, water-cooled engine behind the driver. Rear suspension is de Dion, and laminated torsion bars are used all round, those at the front projecting into the cockpit alongside the driver's legs. It looked rather heavy, and maximum power is said to be 45 b.h.p. There was also a new 750 c.c. sports coupé, with a larger version of the twin camshaft engine and independent suspension all round, said to do 90 m.p.h. on an output of 40 b.h.p. Finally a newcomer, F.A.M., showed an odd-looking prototype for an open touring car with an air-cooled V-twin o.h.v. engine of 494 c.c. and coil spring suspension.

Ghia's *tour de force* in black and pale green, built on a Fiat 1400 chassis.

Rear end of the S.I.A.T.A.-Chrysler chassis, showing the interesting de Dion rear axle layout and separately mounted gear box.





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| 1950 FORD Pilot Saloon, radio, heater, 12,000 miles | £925 | • 1950 RILEY 1½-litre Saloon, 12,000 miles | £1,425 |
| 1950 HILLMAN Minx Phase IV Saloon, 17,000 miles | £945 | • 1949 ROLLS-ROYCE Silver Wraith Saloon by Park Ward, 16,000 miles | £4,950 |
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Winner of the 1½-litre sports car class in the Tulip Rally was this stark specialised version of the TD M.G., driven by A. J. M. van der Lof and M. H. Odink.

TULIP TOPICS

REFLECTIONS ON THE RECENT INTERNATIONAL RALLY

AFTER any big international event such as the recent Tulip Rally, there are always a considerable number of comments and facets of the situation which begin to strike the impartial observer. Quite apart from any number of the "what would have happened if only..." type of observation, which really does not bear much scrutiny for the simple reason that that state of affairs never arose, there is endless food for thought in a study of the different methods employed by experienced competitors to extract as much performance as possible from their cars, and to minimize, so far as may be possible, the risks of any kind of failure, whether mechanical or human.

The regulations divided cars into nine separate groups; seven of these were for production touring cars of varying engine capacities (750, 1,150, 1,400, 1,600, 2,000, 3,000 and over 3,000 c.c.), while the remaining two were for sports cars up to and over 1,500 c.c. A production touring car had to have closed coachwork with

four seats, the coachwork having certain minimum interior dimensions, and its total weight might not be less than that of the standard model. No restrictions were placed on mechanical modifications, other than boring out (beyond normal rebore requirements) or fitting superchargers; but all modifications had to be declared on the entry form, and the organizing committee reserved the right to transfer to the sports car class any car which in their opinion did not comply with the spirit of the regulations. This was a reasonable and well-thought-out system; but in some cases, perhaps, the committee were a little lenient in their judgments. For instance, several competitors went so far in lightening their cars as to remove altogether the rear doors, fitting in their place thin sheets of aluminium, wood, or even canvas, with celluloid or Perspex windows. Although there was the limitation on weight reduction, this did not really count for much, as all rally competitors carry extra equipment which increases the weight of the car, and many

manufacturers are rather optimistic in their catalogues about the actual weight, which gives scope for reduction on the part of the entrant.

The majority of the experienced competitors went no farther in their search for extra b.h.p. than to raise the compression ratio slightly and modify the induction arrangements, such as by fitting twin carburetors; this was, for instance, done on Ken Wharton's victorious Ford Consul and on the Reeves' Ford Anglia. The acceleration and speed capabilities of one or two of the cars, however, seemed to indicate a considerable degree of modification; Kreisel's baby Renault, for example, was stated by its owner to have maximum speeds of 70 m.p.h. in third gear and 85 m.p.h. in top, and its fastest lap at Zandvoort in the final test was actually three-fifths of a second faster than that of Wharton's Consul, and gave a lap speed of 62.5 m.p.h.!

The idea of having a final test which was nothing more nor less than a sports car race was criticized in some quarters

Some of the competing cars were lightened by the replacement of the rear doors by aluminium or wood panels incorporating celluloid or Perspex windows. Here are two examples: left, the Renault of J. Martens and right, the Jowett Javelin of H. R. J. Graaf van Zuijlen van Nijeveld, both seen during the top gear test at Schiphol airport.



before it took place, on the score that it would be dangerous with some unsuitable cars, and also with drivers unused to such forms of activity, and that it would favour those drivers with racing experience. But no criticism was to be heard afterwards, and it was generally agreed to have been an extremely successful experiment; the fact of the matter is, of course, that any driver and car capable of getting into one of the first fifteen positions in his class (the maximum number admissible to the test) was *ipso facto* capable of carrying out the test without danger to either himself or others.

The writer himself must confess to having had some doubts as to the wisdom of the matter during the run of the class which included many large and unwieldy American cars, especially after one of them had run wide at the hairpin and covered him in a cloud of sand and dust; but all went off well without any untoward incident whatever. The expression on the faces of one or two of the drivers of these cars was, nevertheless, rather reminiscent of the Duke of Wellington's famous remark when he surveyed his army: "I don't know whether or not they will frighten the enemy, but, by God, they frighten me!"

Public Race Meeting

Seriously, however, this was an excellent test, and had the added attraction of providing what amounted to a first-class programme of sports car races, to see which a remarkably large crowd of spectators paid a not inconsiderable admission fee to come and watch. In many ways, too, it was a fairer test of the capabilities of drivers and cars than one of the to-and-fro, over lines and in-and-out-of-bays type of test which was so much the vogue a year or two ago.

One competitor for whom everyone was genuinely sorry was Godfrey Imhof, who arrived at Noorrdwijk with a clean sheet and eighteen bonus marks, a performance equalled by just three other competitors, only—as related last week—to have the misfortune to derange his carburetors while having a minor adjustment made a mere mile or two from the finish. Although he arrived on time—just—the engine was misfiring so badly that any success at Zandvoort was out of the question, and by the regulations no more work on the car could be undertaken until after the final test. Here, incidentally, was the only point at which the excellent rally organization of the R.A.C.-West made any errors; the control of competitors on the way to the circuit at Zandvoort on the



P. J. Nortier, president of the organizing club, discusses the Zandvoort test with Mr. J. W. van Wamelen, Editor of the Dutch motoring periodical *Auto Revue*.



Strong favourite among the Dutch competitors, and beaten only during the final test, was Karel Ton (with cigarette), driver of a six-cylinder Citroën, who started from The Hague.

morning of the test was not strict enough, and several of them did, in fact, make minor adjustments to their cars. In actual fact, by poetic justice, none of these scored any considerable success, and no doubt such a thing will not be allowed to occur again.

Once at Zandvoort, Imhof asked for permission to put his carburetors right and then compete in the test, on the understanding that he would not be eligible for any bonus marks therefrom; after all, he had qualified for the test. After some hesitation, the organizers agreed to this—which naturally added to the spectacle, while not affecting the results—provided the other competitors did not object and that the Allard started at the back of the line. There ensued a period of frantic work on the car by Imhof and, among others, Ken Wharton himself, in the middle of which the entire outfit burst into flames; and the attendant fireman could not make his extinguisher work! But another was quickly provided, and the fire put out; and in due course Imhof did compete in the test, which gave him some personal satisfaction although no more marks.

Zandvoort must possess some hoodoo for him, for it was in the final test at the same place in last year's Tulip Rally that he had the misfortune to strip the reverse gear pinion of the same Allard, when he was similarly strongly placed for a possible win. Bad luck like this in two successive years is enough to sour any man, yet

he remained remarkably philosophical throughout.

The road book issued to competitors at Brussels for the latter part of the rally was a work of art in itself; admirably laid out, it also incorporated the detailed route cards necessary for the various special stages, together with plans of the special tests. Like almost every other document concerned in the rally, it was printed in three languages—Dutch, French and English—while all the route numbers of roads were detailed, and all the distances (both individual and total) given in kilometres and miles, and the speeds likewise in k.p.h. and m.p.h.

The president of the R.A.C.-West, and the organizing genius of the rally, is P. J. Nortier, who in addition to performing the major tasks and settling all the million small queries which eventuate in any rally, also finds time to do the running commentary on the final test at Zandvoort. This, like his remarkable speech-making effort at the prize distribution (which, because of the immense length of the list of awards, lasts for over two hours) he does in four languages with almost equal facility, slipping from Dutch to English, French or German according to the nationality of the competitor of whom he is speaking at the moment.

In short, this was as usual an excellent rally, on which the organizers may justifiably pride themselves. Now it only remains to wait and see what they can think up for next year.

J. A. C.

Dramatic moment at Zandvoort, when the Allard driven by A. G. Imhof and Raymond Baxter caught fire in the paddock. The fire extinguisher was reluctant to commence operations!

Imhof and Ken Wharton work on the carburetors of the Allard's Cadillac engine, to enable the former to take part in the final test, though without hope of victory.



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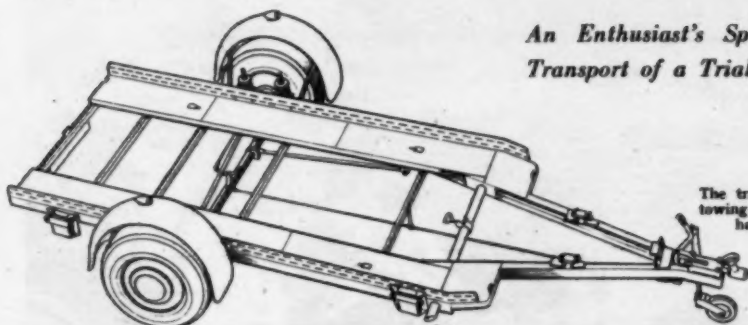
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SOLUTION TO A PROBLEM

An Enthusiast's Special Trailer for the Transport of a Trials Special or a Dinghy



The trailer chassis with its runways, towing hitch and brake gear. The winch has been removed in this view.

A PROBLEM which confronts many enthusiastic competition drivers is the transport of their trials specials from one venue to another. When the competition driver is also a keen racing yachtsman the problem becomes intensified. It has been solved by Mr. Norman Terry, a director of Herbert Terry and Sons, Ltd., of Redditch, by building a trailer which can be rapidly adapted for carrying either his Dellow to trials or his national class dinghy, a 15ft Swordfish, to sailing matches. The basis of the trailer consists of 3in channel section frame members, hitch and jockey wheel, and axle and wheels.

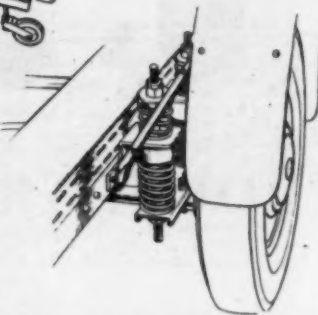
The frame is completed by angle cross-members and inverted channel section longitudinals between which and the main members plates are fixed to form runways to receive the wheels of the Dellow, or the tracks of the launching trolley which is used for handling the dinghy.

The suspension system is unusual in that coil springs are utilized, fitted between brackets on the axle and brackets on the sides of the frame members. There are four load-carrying springs, two each side, with rebound springs above them; long bolts pass through each assembly and form a simple method of spring adjustment. Each of the four load-carrying springs is, however, doubled (one spring fitted within another), the purpose of this being to cater for the considerable variation in load as between the car and the dinghy. When the car is carried its weight is sufficient to bring both of the two concentric springs into action.

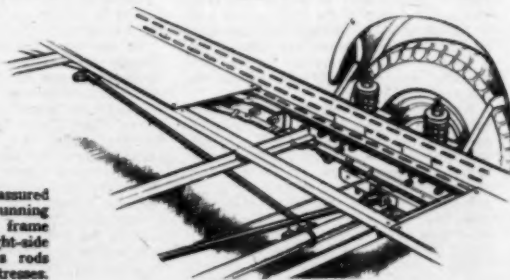
In view of this springing system it is

necessary to position the axle accurately and to this end a Panhard rod runs from the left-side frame member to the right-side end of the axle. A radius rod is also fitted to each end of the axle, running forward to a point on the frame, so as to take stresses imposed by braking. As a result of this careful design the trailer and its load are very steady at speed and corner well.

In order to make loading and unloading an easy matter a two-speed, hand-operated winch is fitted immediately behind the towing hitch, and detachable ramps, which are normally carried on the runways, hook on to brackets at the rear of the frame. The ramps have cross-bars for use when loading or unloading the car and these are covered by sheet metal clip-on strips when the boat on its tracked launching cradle is being loaded.



Coil springs are used for the suspension, the load-carrying springs being arranged one within the other, and the inner springs coming into use only when the heavier load of the car is carried. The upper springs are for rebound.



Lateral stability is assured by a Panhard rod running from the left-side frame member to the right-side axle end. Radius rods take the braking stresses.

MOTOR VEHICLE USED UNINSURED: Position of Company's Manager

LAWYER-ON-WHEELS writes: It must strike the ordinary motorist as a strange thought that he can be disqualified for a year from holding a licence to drive his own car simply because another person has driven another car when it was uninsured. Yet that happened in *Morris v. Williams*, decided last October by the Divisional Court.

Section 35 of the Road Traffic Act, 1930, provides that it is an offence punishable by disqualification to use, or to cause or permit any other person to use, a motor vehicle on the road uninsured against third-party risks. In *Morris v. Williams*, a company had bought a motor van, the seller undertaking to transfer the insurance

policy covering the van to the company. The defendant was the manager and chief clerk of the company. He duly saw to the transfer of the registration book and the "C" carrier's licence belonging to the van, but overlooked the insurance. In accordance with usual procedure the defendant transmitted to one of the company's drivers instructions to make a certain journey on the next day. The driver was stopped by the police.

It then emerged that the vendor had never transferred the insurance policy.

The justices convicted the defendant of permitting the driver to use the van uninsured, fining him £2, ordering his licence to be endorsed and disqualifying

him from driving for 12 months—and that although the offence had nothing to do with the defendant's own car.

The Divisional Court dismissed the defendant's appeal. Lord Goddard, the Lord Chief Justice, pointed out that, while the case might seem to be rather a hard one for the unfortunate defendant, uninsured driving was a most grave matter and Parliament had said that anyone who permitted it was liable to lose his licence.

The moral is this: It is not only the car owner concerned with his own car who has to be careful; any person responsible for the management of any motor vehicle is personally accountable for seeing that they are never used uninsured.



A pride of Jaguars. The field gets away in the race for production cars of up to 4,500 c.c.

POPULAR PALM SPRINGS

BIG ENTRIES AND CROWDS FOR CALIFORNIAN RACE DAY: MERCURY SPECIAL WINS MAIN EVENT

NINETEEN FIFTY-TWO will be remembered as the year that sports road racing really became "of age" in the U.S.A. The excellent events in Florida last month indicated this fact and the first race of the 1952 season held in March at Palm Springs, and organized by the California Sports Car Club, drove it home. Over 100 entries for the programme were received, with 55 for the main 100-mile race.

Although the Saturday was very windy and dusty, and practice rendered most unpleasant thereby, Sunday was a really beautiful day—warm with gentle breezes. What appeared to be the best crowd ever to attend this event lined up at the gates as early as 9 o'clock. Perhaps the news that sports car enthusiast and film star Clark Gable would function as starter added to the interest in this race.

The production car 1,500 c.c. class was a benefit for J. McAfee in the 1,400 c.c. class; he immediately went into the lead and finished over a mile in front of his nearest competitor—M.G.s and Jowett Jupiters were unable to hold the fleet Italian. McAfee repeated his victory in the next event (ten laps for stock 1,500 to 4,000 c.c. cars) in a Jaguar XK despite losing the lead for two laps when he spun out on the turn on the end of the main straight.

The novices race (1,500 c.c. cars) was made exciting by W. Pringle's effort to catch the leader, who was driving the fastest M.G. in California. The said leader, Willett by name, has undoubtedly coaxed more power out of an M.G. than anyone believed possible—and in this race he had the advantage of starting in the front row. Pringle had to bring his little blue Simca through the entire field of twenty cars to catch the flying white M.G.—and he missed

by six seconds. The race was for ten laps of the 2.6-mile circuit. The Ladies' Handicap race was a disappointment, for none of the girls was able to meet the handicap except Ann Cleveland, who kept her M.G. well in the lead to the finish of the five laps.

As was done last autumn, the Desert Trophy race for 1,500 c.c. cars and the Palm Springs Cup race for the larger cars were run concurrently—the former for seventy-five miles, the latter for a hundred and one. When Clark Gable dropped the starter's flag thirty-nine cars disappeared into a cloud of smoke and dust and rushed toward the first corner; here disaster eliminated the fastest car and driver almost before the race started. Favourite Phil Hill, in a very fast Cunningham, passed several cars in the first two hundred yards and was second into the corner, only to have a universal joint break in the turn!

A V-eight M.G.

Thus it was Dick Seifried in his Mercury Special who led the pack at the end of the first lap. In second place was the amazing "2 Jr.", the V8-engined TC M.G., followed by Don Parkinson in his special-bodied XK Jaguar (winner of the previous Palm Springs Cup race). In the 1,500 c.c. class Al Coppel of San Francisco was in the lead with his beautiful special-bodied TD M.G., with Willett in his bored-out, normal-looking TC not far behind. Roger Barlow, in his new and still lighter Simca, was lying back in third place.

The Seifried Special broke a fan belt in lap three and retired and Don Parkinson took the lead for a few laps, with Chuck Manning coming up fast in his Mercury-

engined Manning Special to take second place. A new driver, Doug Trotter, was handling his DB2 Aston Martin with real skill and moving up towards seventh place. One of the Allards caught fire and retired and Stirling Edwards in the handsome car of his own design suffered some mechanical mishap and was out of the race.

The remaining Cunningham, powered with a virtually standard Chrysler engine, was being driven by its new owner, Irving Robbins, in a very conservative style and was following the Aston Martin.

On the sixth lap Chuck Manning took the lead, dropping Parkinson in the hot Jaguar to second place, and on the next lap Michael Graham brought his Cad-Allard up to third place—and these positions were maintained for virtually the whole race, although Manning was not able to build up any greater lead than a couple of hundred yards.

The same thing was true in the 1,500 c.c. race—the three leaders being only a hundred yards apart until the fourteenth lap, when Barlow decided he had been watching the M.G.s long enough and began to pour on the coals, passing Willett and Al Coppel and building up a substantial lead. By the sixteenth lap he had his Simca close on the heels of Trotter's Aston Martin and on the eighteenth lap he passed. On the nineteenth he got by Wheeler's very fast standard XK120 and Robbins' Cunningham and took sixth position in the overall classification, in addition to leading the Desert Trophy race for smaller cars. McAfee in Number 88, the supercharged M.G. with the streamlined body, was having his best run with this potentially very fast car, the engine running faultlessly. Thus he was able to hold fourth

or fifth place steadily against the larger cars.

On the twenty-sixth lap everyone was startled to see Barlow bring his new Simca into the pit and shout that it had lost water. It developed that the plug sealing the heater outlet in the water pump had blown out and four minutes were lost in finding something to replace it and in refilling the radiator. By this time he had, of course, lost the lead and dropped well back. Willett, too, had to make a pit stop to replace a damaged rear wheel on his potent M.G. and also fell back seriously. These events left Al Coppel (M.G. Special) in the lead with Bill Pringle trying hard to catch him in the second Simca. In third place in the 1,500 c.c. group was Bill Pollock in the Sista, which was having a trouble-free run.

On the thirty-third lap Clark Gable gave the chequered flag to Coppel's M.G. as the victor in the Desert Trophy race—Pringle's Simca and Pollock's Sista followed in that order. Barlow, after his long pit stop, could do no better than fifth.

In the big car division excitement was building up fast, for now Graham, in the Allard, made his bid for the lead on instructions from his pit, and began a duel with Parkinson's Jaguar for second place—passing him on the thirty-fifth lap, only to be re-passed on the thirty-sixth! Again Graham caught the Jaguar and moved into second place on the thirty-eighth lap. By the forty-first lap (with only three laps to go) he had the Allard close on the heels of Manning—ready to try to pass and take the lead. However, he slid wide on a corner and was again passed by Parkinson, who held second place to the finish. When Gable dropped the flag of victory for Manning, Parkinson and Graham were only a few hundred feet behind.

This was a long awaited victory for the domestic sports car and a major triumph for Manning and the car he designed and built. Best previous position in any major California sports car race had been fifth.

LOUISE BARLOW



Irving Robbins' Cunningham, with a standard Chrysler engine, in the Palm Springs Cup race. The second, and faster, Cunningham retired on the first lap.



Winner of the Palm Springs Cup race; Chuck Manning's Mercury-engined special.

Bill Pringle and Roger Barlow (Simcas) lead a flock of M.G.s round Snake Tree Bend in the Desert Trophy race.





A noble ash rivals the oaks for which the New Forest is famous—a scene near Lyndhurst, Hampshire.

CORRESPONDENCE

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CROWD TROUBLE

Suggestion for Race Organizers

[64173].—I would like to raise a matter for serious consideration by the organizers of international race meetings at Silverstone. Would it not be practicable to follow the principal race of the meeting with a lesser event, as is the practice with horse racing, in order to encourage the gradual exodus of the less enthusiastic spectators before the finale?

Anyone who has spent hours in the car parks would welcome any change in the programme which might prove to be the simple solution to a major problem. NORMAN BURCHELL, Chippenham, Wiltshire.

CARAVAN DATA

Importance of Car Weight

[64174].—Your Calcutta reader [64102] wants caravan manufacturers to state the horse-power required to tow their caravans. Many of them do, but it would be better if they did not. The expression "towable by 10 h.p. car" is misleading, even if the advertiser sincerely believes it to be true.

No formula such as that given by Mr. B. H. Burrows [64146]—1½ cwt per h.p.—is much use to the man with a small car. Cars of the same nominal horse-power differ markedly in their gear ratios and (very important, this) the shape of the torque curve, and so in their power to pull heavy weights at 20-30 m.p.h. In the absence of knowledge of the slogging power of all the possible cars, the best guide for a caravan buyer is probably the weight-to-weight ratio. There is always a relationship between

the weight of the car and the engine performance and gear ratios given it by the designer. The heavier the car, the better it will tow a caravan, even if the total weight is greater. Incidentally, the heavier the car the more stable it will be when towing.

In practice the type of car needed to tow a given van depends considerably on the skill of the driver and still more on what performance he wants. There is an enormous difference between transporting a caravan to the seaside by a selected route and touring without anxiety in such country as the Highlands, Wales or Cornwall, where you may unexpectedly strike gradients up to 1 in 6.

As a rough and ready guide, I suggest that the laden weight of the caravan should not exceed the weight of the car, including passengers, for safe towing even in easy country, and for a satisfactory performance under touring conditions it should not exceed 75 per cent.

W. M. WHITEMAN, Editor, *The Caravan*.
London, W.C.1.

TOURING IN YUGOSLAVIA

Memories of 27 Years Ago

[64175].—I read with unusual interest Patrick Sergeant's article, "Return to the Primitive" (April 25), as I had accompanied a friend to Yugoslavia and on to the Bulgarian border in a Morris Cowley in August, 1927.

The roads then were appalling. One distinctive feature, to the east of Belgrade, was the "sunken bridge." These were culverts formed roughly of logs. The theory was, I believe, that the road metal, 9in to 12in thick, should be on top of the upper, and transverse, layer of logs, but, in fact, the "metal" had disappeared through the cracks. At midday no shadow gave early warning of the change in level and the car dropped on to the logs with an awe-inspiring crash.

The tyres gave trouble owing to this rough treatment, in that the cords broke away and chafed the tubes. We found it impossible to get spares as the only small car about then was the Fiat, with a different size and type of rim.

I recall two peculiar traffic rules prevailing in Belgrade. One was that car dealers were not allowed to drive down the main streets (presumably publicity was abhorred). The other was a code of horn signals when distant approaching a cross-road, which enabled the policeman on traffic duty to collect himself and speed you on your selected course.

Douglas, I.O.M.

D. R. MILLER.

ROAD SAFETY

One Who is Tired of Exhortation

[64176].—All these silly little arguments and quibbles about matters of road safety make me see red. The Press is swamped with letters quoting instances of accidents caused by no speed limit, or a drunken driver, or a wobbly cyclist, or a pedestrian taking a dive under a bus, with the writer in each case trying to prove some pet theory: that the speed limit should be 5 m.p.h., or that drunken drivers should automatically go to gaol, or that cyclists and pedestrians should be banned from the roads, and so on. It is stupid trying to generalize in this manner, and such arguments, prevalent though they are, contribute nothing to road safety.

The only generalization worth making is that everyone should exercise more skill and thought in anticipating what might happen next at any given moment, when he is on or near a road, and acting on that anticipation.

J. D. H. MORRIS.

Birmingham, 15.

Common Misapprehension Over Drivers

[64177].—I am, as is every sensible road user, very concerned at the present serious position as regards road accidents. We are daily being exhorted by the Press and various learned persons to take more care to do this, that and the other to reduce the mounting casualty list. Of course the "culprit" is, nearly always, the driver of what is often referred to as a "lethal weapon."

This is, of course, rubbish. Included in the great number of motor vehicle drivers in this country, there are sure to be, unfortunately, a few black sheep. To suggest, however, as seems to be too often the case, that as soon as a man or woman takes the wheel of a car, his or her one idea is to go out and maim or kill someone, is manifestly ridiculous. I wish it were possible to have more statistics to show how many people are alive today as a result of the care and resourcefulness of some driver.

OEV 377.

Ruislip, Middlesex.

PARKING

The Obstacles in Hanover Square

[64178].—Apropos Mr. R. Bishop's letter [64156], regularly every day about 8.30 a.m. three private "No Parking" signs are placed in the road at the south-west corner of Hanover Square, London, W.1. Their usual position is about eight feet into the carriageway measured from the kerb. These signs are substantial, two of them having cement bases. I have seen them in the same position until well past midday.

They constitute a danger to pedestrians and traffic and it would be informative to know if such structures are authorized by the police.

L. WANE DALEY.

Loughton, Essex.

DAZZLE

Experience of a Lamp Reversal

[64179].—Many years ago, certainly over twenty-five, I read in your journal the suggestion contained in letter [64148]. I tried it out, and was so pleased with it that I have adopted this dipping method on all the cars that I drive regularly, ever since.

I have, however, just taken delivery of a new car, with double-dip and switch, and I am not sure that this is not better, though it does, of course, use more current.

Perhaps I should say that my car before this was bought fifteen years ago.

W. J. MARTIN-TOMSON.

Broadstairs, Kent.

RUNNING-ON

A Cure and a Theory

[64180].—I have been engaged for some years on engine research as a hobby and have found that it is possible to eliminate this trouble by reducing the inter-valve overlap, the ideal being, exhaust closes 10 deg after t.d.c., inlet opens top dead centre.

The theory underlying this is as follows: The power and

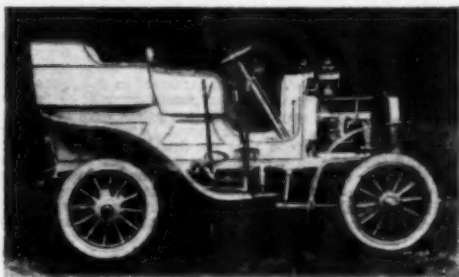
violence of the explosions during running-on are too great to be produced by the quantity of fuel drawn in during tick-over. Therefore, some other source of supply must exist. This can only be the supposedly burnt gas which remains in the combustion space at the end of the exhaust stroke, plus additional exhaust gas drawn in during the overlap period. It is well established that combustion is not completed even at the end of the exhaust stroke, therefore there is a quantity of fresh fuel and air mixed with the exhaust residue left in the combustion head being ignited by highly heated, re-inspired exhaust gas. The present-day fuel is largely responsible for the phenomenon owing to its burning characteristics.

In designing an engine to run on low-quality fuel it is essential to provide increased turbulence in the cylinder head and reduce inter-valve overlap to a minimum.

I have found this arrangement quite infallible, assuming there is no flagrant error in the head.

A. BOORER.

Worthing, Sussex.



Mr. F. W. Hudlass' Phoenix car which ran in the Southport speed trials in 1903.

SQUARE ENGINES

Early Versions of the Ideal

[64181].—I have read with great interest the description of the new Vauxhall "square engine" in the April 25 issue of *The Autocar*.

When designing my early petrol engines, I presumably copied the usual gas engine practice and made the stroke longer than the bore, viz., 3in x 5in; a little later I altered this to 4in x 6in. In order to obtain higher revs I reduced the stroke to 4in, thus making what is now found by the Vauxhall company to be an ideal square engine. In 1902 I designed and made a complete two-cylinder car rated by me at 12-16 h.p. The engine had a bore and stroke of 4in.

I cannot, after so many years, produce any drawings of this engine, but I enclose a photograph of the car, which was entered and ran in the Southport speed trials in 1903. The car was described as a 12 h.p. Phoenix, that being the name of my small works, but it had no connection in any way with the Phoenix car manufactured by J. van Hooydonk.

London, S.W.13.

F. W. HUDLASS.

DREAM ENGINE

More Unusual Designs with Varying Virtues

[64182].—I was very interested to read Mr. G. Berg's letter [64130]. While I agree with his criticism of the various sleeve-valve systems on the ground of mechanical inefficiency, I feel that he does not give the bifurcated two-stroke its due. Besides the better scavenging and recharging, a high compression can be obtained by using domed pistons, and in many designs, for example the Erlich, the pistons are simultaneously at t.d.c.

He suggests the use of an opposed piston twin-crankshaft two-stroke engine, in conjunction with a Roots-type blower. This engine works best in c.i. form, as without piston cooling it is prone to preignite a mixture if too high a b.m.e.p. is extracted from it. Several single-crankshaft opposed-piston engines have been constructed, and have been noted for their smooth running, reduced bearing load and consequent longer life, and the ability to run at very low r.p.m.

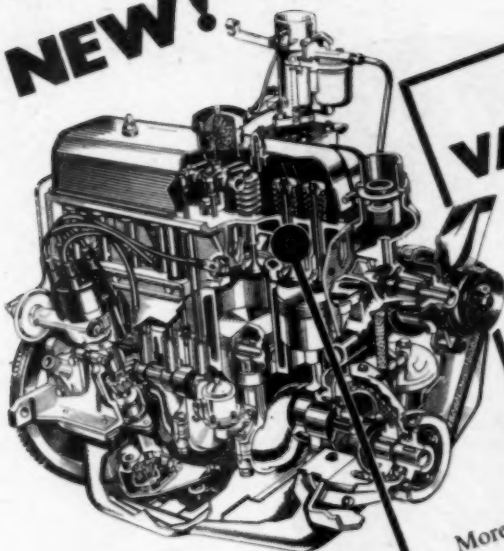
One example is the Camellaird Fullagar engine. In this two cylinders mounted closely together were adopted as a unit. Each cylinder had its own crank, a single one only, and the upper piston of one cylinder was connected to the lower piston of the other cylinder by diagonal rods, which were always in a state

continued



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G. Gartside's modified 2-litre Aston Martin Speed Model enters Les Esses at Snetterton; the line of trees adds considerably to the definition of the corner.



CHICANERY AT SNETTERTON

ASTON MARTIN CLUB MEETING MARRED BY LACK OF ENTRIES

FOR their race meeting on the circuit at Snetterton Airfield, near Thetford, Norfolk, last Saturday, the Aston Martin O.C. had gone to considerable pains to ensure all the necessary ingredients for a successful day. There was a good programme of races, for sports, formula 2 and *formule libre* cars; the prize money was good, as was the organization; the handicapping (of which more anon) was most ingeniously arranged, and much work has been carried out on the circuit, which has made it very pleasant both to race and to spectate at. What, then, was lacking? There was only one answer—entries.

The entry list was not enormous, and so many of the entry did not start, for one reason or another, especially among the faster cars, that the same few cars were outstanding in race after race. In several places round the pleasant and unevenly shaped 2.7-mile circuit, trenches and banks of the sandy soil had been excavated and thrown up as spectator protection, while at various spots lines of stakes were erected to which were attached sizable branches of fir trees. These took the place of marker tubs or straw bales, and did much to relieve the stark, unadorned airfield atmosphere, besides providing far better sighting lines for the drivers than more conventional markers.

Varying Wiggles

After the right-angle corner at the end of the straight, a multiple chicane had been constructed, together with another subsidiary example farther on, by which handicapping was achieved in the manner used in the pre-war J.C.C. International Trophy races. The cars were divided into groups, by engine size or by known performance data, and each group was allotted a different route through the corner. The slowest cars went straight on up the inside of the track; the fastest had to thread their way round the most

acute channel in each of the two chicanes. By this means, time handicapping is eliminated, and all the cars should theoretically arrive simultaneously at the finishing line at the end of every lap.

On the whole this worked out very well, although criticisms could be made both of the narrowness of some of the channels and of some lack of definition as to their entrances. But the idea is good, and no doubt at future meetings some arrangement will be made whereby spectators can get a view of this part of the proceedings.

It was on the first corner that the first excitement of the day occurred, when B. G. W. Haynes inverted his Silverstone Healey on the first lap of the first heat of the first race! Fortunately he was virtually unhurt. Good performances in the four heats of this, the general sports car race, were put up by P. G. A. Bucknall in the ex-Jacobs supercharged 1,100 c.c. M.G. Special, and R. C. Willis' B.M.W.-Bristol. The latter beat J. R. Stoop's Mille Miglia Frazer-Nash in the fourth heat, Stoop catching Cliff Davis' fleet Cooper-M.G. on the line for second place—an example of the handicapping system at its best. In this heat, the sight of a procession of XK120 Jaguars winding its way round the sharpest chicane was oddly reminiscent of some prehistoric serpent, or perhaps the Loch Ness monster! Scragg's new Alta-Jaguar (an XK120 engine in the ex-Abecassis G.P. Alta chassis) finished in front of the Jaguars proper, but was obviously not yet *au point* and did not run again.

The Aston Martin race was well supported and provided a convincing victory for Eric Thompson in R. R. C. Walker's DB2, with Ian Robertson's well-prepared Ulster in second place. In the formula 2 race, which suffered badly from shortage of suitable runners, Charles Bulmer led for some time in Willis' B.M.W.-Bristol (and incidentally put up fastest lap of the day) before a piston went; Merrick's Cooper-Nor-J.A.P. was sick and also fell out, and Stoop scored again in his Frazer-

Nash. The handicapping channels were not used in the racing car events.

Rain now fell, spoiling the prospects of record lappery in the *formule libre* event, which became a straight fight between Tony Rolt (E.R.A.-Delage) and Duncan Hamilton (Talbot Lago). The latter led at first, but spun round twice on successive laps at Les Esses; although he then made up much time, Rolt staved off his challenge to the end. Finally came the sports car final, won by F. C. Davis' Cooper-M.G. from his team-mate Lionel Leonard in a similar but less shapely car; the ubiquitous Stoop was third.

A disappointing meeting, but an excellent circuit and a good augury for future events on a less crowded day in the calendar.

PROVISIONAL RESULTS (lap distance 2.7 miles)

Race 1. Sports Car Handicap (4 heats of 5 laps each, 2 semi-finals 2 laps, final 1 lap):

Heat 1: 1. Aston Martin 1,495 (W. B. Fowler), 15m 53.4s, 58.31 m.p.h.; 2. Aston Martin 1,496 (D. Edwards), 15m 58.6s.
Heat 2: 1. M.G. Spl. 1,067 (P. G. A. Bucknall), 12m 23s, 63.41 m.p.h.; 2. Aston Martin 1,496 (J. J. Robertson), 12m 56.4s.
Heat 3: 1. M.G. TD 1,467 (T. W. Dargue), 12m 34s, 64.45 m.p.h.; 2. M.G. TD 1,330 (W. A. Scott-Brown), 12m 47.4s.
Heat 4: 1. B.M.W.-Bristol Spl. 1,996 (R. C. Willis), 12m 5.8s, 67.14 m.p.h.; 2. Frazer-Nash 1,971 (J. R. Stoop), 12m 10.4s.
1st semi-final: 1. M.G. Spl. 1,067 (P. G. A. Bucknall), 13m 3.4s, 62.5 m.p.h.; 2. Aston Martin 1,496 (J. J. Robertson), 13m 13.5s; 3. Aston Martin 1,496 (A. B. Stewart), 13m 44.2s.
2nd semi-final: 1. Cooper-M.G. 1,467 (F. C. Davis), 12m 39.8s, 65.97 m.p.h.; 2. Cooper-M.G. 1,496 (L. Leonard), 12m 44.6s; 3. Frazer-Nash 1,971 (J. R. Stoop), 13m 1.5s.
Final: 1. Cooper-M.G. 1,467 (F. C. Davis), 12m 21.4s, 65.55 m.p.h.; 2. Cooper-M.G. 1,496 (L. Leonard), 12m 44.6s; 3. Frazer-Nash 1,971 (J. R. Stoop), 13m 1.5s.
Aston Martin cars (Grand Prix, 5 laps): 1. DB2 2,590 (E. Thompson), 13m 26.2s, 60.13 m.p.h.; 2. Ulster 1,496 (J. J. Robertson), 13m 37.2s; 3. Speed Model 1,940 (P. A. B. Stewart), 13m 39.4s.

Racing cars:
Formula 2 (over 10 laps): 1. Frazer-Nash 1,971 (J. R. Stoop), 23m 22.6s, 72.40 m.p.h.; 2. Cooper-M.G. 1,496 (P. G. Davis), 23m 35s; 3. H. W. Alta 1,960 (R. E. Patten), 23m 20.6s. Fastest lap: B.M.W.-Bristol Spl. 1,996 (C. H. Bulmer), 2m 4.8s, 77.55 m.p.h. (Fastest lap of the day).
Formula Libre (over 10 laps): 1. Delage 1,498 s (A. P. R. Rolt), 22m 32.5s, 71.88 m.p.h.; 2. Talbot 4,462 (J. D. Hamilton), 22m 36.4s; 3. Jaguar XK120 3,442 (B. J. Boshier), 22m 20.6s. Fastest lap: Delage 1,498 s (A. P. R. Rolt), 2m 7.7s, 75.05 m.p.h.

VINTAGE CARS AT "NEW" SILVERSTONE

SUCCESSFUL EVENT ON 1952 CLUB CIRCUIT

A PART from the interest which is always stirred up at the Vintage S.C.C.'s race meetings, the proceedings last Saturday were all the more a centre of attention and speculation because the new circuit at Silverstone was in use. Coupled with this, work was going ahead on grandstands, pits, and so on, in preparation for tomorrow's B.R.D.C.-Daily Express international meeting.

The pits-start-finish area is now just after Woodcote corner, and the paddock is near the main entrance. The stands are, of course, on the outside of the circuit and are protected by a ditch and bank. About the whole place is an atmosphere of a job being well done, with all the new building work being solidly constructed.

For the Vintage meeting the weather was wet and rather cold, but the cars were soon under way in the one hour high-speed trial. The remainder of the programme consisted of two five-lap handicaps, the ten-lap scratch 1908 G.P. Italia Trophy race, a five-lap scratch race, and four more assorted handicaps.

In the first race it was soon seen that the deceptive new route round Woodcote was going to be tricky, with cars taking

to the ditch towards the very end of the corner. This happened to I. T. Easdale's blown 1750 Alfa when he was lying second, the race going to H. Gilling's Salmons, with C. M. Sears' well-driven Frazer-Nash second. J. H. Pratt's Bugatti took the second handicap from L. A. Sargent's Riley with W. F. Moss third in a blown 1½-litre Alfa.

Then to the main Italia Trophy race for vintage racing cars. J. C. Byrom's blown 2.3 Bugatti took the lead from the start, with the 10,688 c.c. (yes, 10 litres plus) Delage driven by C. Clutton second. J. A. Williamson's Bentley was third and J. G. Sears' 1914 Sunbeam fourth. There was no holding Byrom at all. He steadily increased his lead throughout the race, while Clutton thundered along a good second but unable to prevent the gap from widening. Williamson, however, was pressed hard by Sears who, on the seventh lap, held the Sunbeam miraculously on Woodcote in his efforts to move up a place. On the final lap Sears achieved his object but, be it said, the Bentley engine sounded distinctly unhappy and rather expensive.

Wetly but enthusiastically the remaining "shorts" were run off, leaving only a hope for better weather next time.

PROVISIONAL RESULTS

Handicap (15 laps): 1. Salmons 1,100 (H. Gilling), 2m 58.4 sec; 2. Frazer-Nash 1,496 (C. M. Sears), 4m 42s; 3. Bentley 4,398 (R. H. B. Mason), 1m 20s; 4. Bentley 4,398 (H. J. Wilmshurst), 5m.

Handicap, Vintage cars (5 laps): 1. Bugatti 1,406 (J. H. Pratt), 4m 46s; 2. Delage 10,688 (C. Clutton), 1m 20s; 3. Alfa Romeo 1,520 (W. F. Moss), 4m 40s; 4. Bentley 4,398 (F. B. Copeland), 5m.

1908 G.P. Italia Trophy, Vintage racing cars (10 laps): 1. Bugatti 2,261 (J. C. Byrom), 59.41 m.p.h.; 2. Delage 10,688 (C. Clutton); 3. Sunbeam 3,215 (J. G. Sears); 4. Bentley 4,398 (J. A. Williamson).

Vintage sports (5 laps): 1. Bentley 4,398 (H. J. Wilmshurst), 64.69 m.p.h.; 2. Riley 1,496 (L. A. Sargent); 3. Bentley 4,398 (C. H. G. Burton); 4. Riley 1,087 (C. Treven). **Class winners:** 751 to 1,100 c.c.: Riley 1,087 (C. Treven); 1,101 to 1,500 c.c.: Riley 1,496 (L. A. Sargent); 1,501 to 2,000 c.c.: Alfa Romeo 2,996 (T. Goodman); over 2,000 c.c.: Bentley 4,398 (H. J. Wilmshurst).

Handicap (10 laps): 1. Riley 1,496 (L. A. Sargent), 2m 42s; 2. Bentley 4,398 (C. H. G. Burton); 3. Bentley 4,398 (C. H. G. Burton); 4. Bentley 4,398 (C. H. G. Burton); 5. Bentley 4,398 (C. H. G. Burton); 6. Bentley 4,398 (C. H. G. Burton); 7. Bentley 4,398 (C. H. G. Burton); 8. Bentley 4,398 (C. H. G. Burton); 9. Bentley 4,398 (C. H. G. Burton); 10. Bentley 4,398 (C. H. G. Burton).

Handicap, Vintage (5 laps): 1. Frazer-Nash 1,496 (R. H. B. Mason), 4m 42s; 2. Bentley 4,398 (R. H. B. Mason), 4m 42s; 3. Bentley 4,398 (R. H. B. Mason), 4m 42s; 4. Bentley 4,398 (R. H. B. Mason), 4m 42s; 5. Bentley 4,398 (R. H. B. Mason), 4m 42s; 6. Bentley 4,398 (R. H. B. Mason), 4m 42s; 7. Bentley 4,398 (R. H. B. Mason), 4m 42s; 8. Bentley 4,398 (R. H. B. Mason), 4m 42s; 9. Bentley 4,398 (R. H. B. Mason), 4m 42s; 10. Bentley 4,398 (R. H. B. Mason), 4m 42s.

Handicap (10 laps): 1. Bentley 4,398 (H. J. Wilmshurst), 2m 42s; 2. Bentley 4,398 (H. J. Wilmshurst), 2m 42s; 3. Bentley 4,398 (H. J. Wilmshurst), 2m 42s; 4. Bentley 4,398 (H. J. Wilmshurst), 2m 42s; 5. Bentley 4,398 (H. J. Wilmshurst), 2m 42s; 6. Bentley 4,398 (H. J. Wilmshurst), 2m 42s; 7. Bentley 4,398 (H. J. Wilmshurst), 2m 42s; 8. Bentley 4,398 (H. J. Wilmshurst), 2m 42s; 9. Bentley 4,398 (H. J. Wilmshurst), 2m 42s; 10. Bentley 4,398 (H. J. Wilmshurst), 2m 42s.

Motor Sport Trophy heat (handicap, 5 laps): 1. Riley 1,496 (L. A. Sargent), 1m 20s; 2. Bentley 4,398 (R. H. B. Mason), 1m 20s; 3. Bentley 4,398 (R. H. B. Mason), 1m 20s; 4. Bentley 4,398 (R. H. B. Mason), 1m 20s; 5. Bentley 4,398 (R. H. B. Mason), 1m 20s; 6. Bentley 4,398 (R. H. B. Mason), 1m 20s; 7. Bentley 4,398 (R. H. B. Mason), 1m 20s; 8. Bentley 4,398 (R. H. B. Mason), 1m 20s; 9. Bentley 4,398 (R. H. B. Mason), 1m 20s; 10. Bentley 4,398 (R. H. B. Mason), 1m 20s.

VARIETY AT TURNBERRY

LAST Saturday's Scottish Sporting C.C. meeting at Turnberry was remarkable for the impeccable driving of Ian Stewart (Jaguar) in the sports cars races and for a really exciting "do" among the formula 3 cars. Stewart never gave the slightest indication of being harassed and made the skilled business of motor racing seem much too simple, while the little formula 3 cars, with room to breathe after their experiences at Beveridge Park, went to town with a vengeance in a duel between the Coopers of Ninian Sanderson and Pat Prosser, together with a promising debut of the new J.P., which was handled by its creator, Joe Potts, Jr.

In the saloon car race P. S. Hughes (Allard) had things pretty much his own way and was threatened only by the Healey of Havelock Slack, which hounded him through the chicane on the back leg of the course on three of the five laps and then had its challenging methods completely spoiled by the dilatory Hillman Minx of H. R. Anderson on Hodge's Corner.

The second race saw Hamish Wilson (M.G.) go off the track at Maidens Sweep but he resumed with no ill-effects. C. W. I. Jeffreys (H.R.G.) led all the way while, in his first appearance at Turnberry, Norman Lithgow (H.R.G.) did well to take second place and G. Mickel used his far from juvenile Singer with promising capability.

Race three resulted in a triumph for the experienced J. H. Walton (Frazer-Nash), and in the fourth race, as already remarked, Ian Stewart (Jaguar) made motor racing look easy by staying far ahead of stablemate W. Dobson (Jaguar).

Pat Melville drove a grand race in his vintage Vauxhall and was to come into his own in the vintage race, managing to stay just that little bit ahead of G. Lockhart's Bentley.

The race of the day was the formula 3 event. In the third lap Prosser (Cooper) got right up to the tail of N. Sanderson's Cooper and hung there, chasing Sanderson most excitingly round Maiden Sweep, through the chicane and round Hodge's Corner at full speed, with the crowd yelling their heads off. In the last lap, entering the chicane, Sanderson missed a change and Prosser was through. Then there was racing! You could almost hear Sanderson stamp his foot to the boards, and to good effect. He passed Prosser at Hodge's Corner to come roaring down the final straight with Pat still at his heels. Joe Potts held grimly on to third place.

The stylish Stewart was a good winner in the sports cars of any capacity race but he was seriously challenged by Dobson (Jaguar) until the last lap, when Dobson went off the track at Farm Corner. J. Neilson broadsided his Jaguar and packed up, giving places to Kenneth (Jaguar) and J. F. Gibbon (Rover Special).

Last race—an eight-lap *formule libre*—was a triumph for Ecurie Ecosse, with the three places falling to the stable. Dobson was driving the ex-David Murray Ferrari while Stewart and Scott Douglas retained their Jaguars, but the real excitement came from Gibbon (Rover Special), who was trying so hard that he spun round at Hodge's Corner in lap 7, and was definitely unlucky not to get a place after a series of plucky duels throughout the race.

RESULTS

Saloon cars, any capacity: 1. Allard (P. S. Hughes), 5m 25s. 54 m.p.h.; 2. Healey (H. Havelock Slack); 3. Aston Martin (L. D. McDonald).

Sports cars. Up to 1,500 c.c.: 1. 1,100 c.c.: 1. H.R.G. (C. W. I. Jeffreys), 3m 18s. 54.46 m.p.h.; 2. H.R.G. (N. T. Lithgow); 3. Singer (B. G. Mickel). 1,501 to 2,000 c.c.: 1. 1,496 c.c.: 1. Frazer-Nash (J. H. Walton), 2m 20s. 61.13 m.p.h.; 2. Frazer-Nash (J. D. Melvin); 3. Bentley (J. R. Stewart). Over 2,000 c.c.: 1. 1,496 c.c.: 1. Jaguar (I. Stewart), 3m 13s. 62 m.p.h.; 2. Jaguar (W. B. Dobson); 3. Jaguar (J. Little). Any capacity: 1. Jaguar (I. Stewart), 3m 21s. 61.08 m.p.h.; 2. Jaguar (P. J. Kenneth); 3. Rover Spl. (J. F. Gibbon).

Vintage sports cars, over 2,000 c.c.: 1. 1,496 c.c.: 1. Vauxhall (W. P. S. Melville), 3m 05s. 55.96 m.p.h.; 2. Bentley (J. Gordon Lockhart); 3. Vauxhall (A. R. Miller).

Racing cars. 500 c.c.: 1. Cooper (N. Sanderson), 14m 25s. 62.56 m.p.h.; 2. Cooper (P. Prosser); 3. J.P. (J. Potts). **Formule libre:** 1. Ferrari (W. B. Dobson), 12m 41s. 64.29 m.p.h.; 2. Jaguar (I. Stewart); 3. Jaguar (Sir J. Scott Douglas).

R.A.C. British Hill-climb Championship

THE events counting towards this year's R.A.C. British Hill-climb Championship will be: Bo'ness (June 28), Rest-and-be-Thankful (July 5), Bouley Bay (July 24), Craigantlet (August 9), Shelsley Walsh (August 30) and Prescott (September 14). As last year, the competitor making f.t.d. will score 10 points, the next one 9, and so on down to 1 mark, scored by every competitor actually starting in the event. Each entrant's four best performances will count for the Championship: registrations for the event may be made to the R.A.C. up to seven days before the first meeting in which the entrant proposes to take part. No additional entry fee is required.



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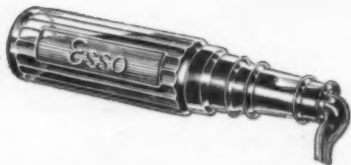
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Window Handle Removal

I want to examine thoroughly the inside of the doors on my car to see that rust is not getting a real hold. I have undone one trim panel but I cannot see how to remove the door and window handles, which prevent the trim being removed altogether. Can you tell me by what method they are secured? E. M. A. Glasgow.

DEPENDING upon the type of handle fitting, one of the following methods of dismantling should be satisfactory: gently ease back the trim and, with a screwdriver, undo the grub screw behind the panel which attaches the handle to its spindle. Alternatively, leave the trim alone and push in the collar sandwiched between the handle centre and the trim, then simply push out the pin which secures the handle. In the latter fitting the collar normally keeps the pin in position.

Temperamental Fiat 500

I purchased a 1939 Fiat 500 a few months ago, and after a couple of weeks I had the engine decarbonized and the car then went extremely well. The effect of the decarbonization brought to notice that the amount of play on the pistons was a little excessive, however.

New oil sealing rings seemed to be the answer, but on having the engine dismantled it was seen that a full overhaul was needed. This was carried out, the engine being rebored and the crankshaft reground, and this is where trouble began.

In 100 yards the engine partially seized, and did so every hundred yards until I got to my garage. The next day the car was returned to the garage and the whole of the day was spent with the engine running at a fast tick-over, with ever-changing water. New plugs, points, condenser, and coil were fitted, and at 300 miles the oil was changed; again at 500, again at 1,000, and every 1,000 since.

The engine has been carefully run in but at no time has there been enough power to pull the car up the slightest of inclines. At 500 miles the whole of the valve timing and ignition timing was rechecked, using the makers' handbook, and a new carburettor was fitted. Still it seizes at over 45 m.p.h. and still it has no power. Can you suggest any faults? Snarebrook, Essex.

R. C. W.

THE pre-war side-valve Fiat 500 engines were quite sensitive to variations in valve and ignition timing. You seem to have covered this aspect very thoroughly but a worn timing chain could produce variations in timing which might be reflected in the performance. The engines are also very sensitive to any obstructions in the exhaust system and it would be worth while stripping the silencer or changing it to make sure that you are not suffering from excessive back-pressure in the system.

None of the points which you mention does, however, seem to affect this serious matter of seizing up, which certainly should not be happening after 2,000 miles. It is assumed that the oilways in

the crankshaft have been checked to make sure they are not obstructed by sludge, and that the oil pump is in good condition. This model was fitted in 1939 with a gear-type pump which gave much better results than the vane pump on the earlier cars. There is, however, one source of trouble with the lubrication system which is very easily overlooked and can have serious effects. If you remove the hexagon to which the oil gauge lead is attached you will find a cylindrical gauze filter. If this is blocked by dirt it can seriously affect the oil supply to the engine although the pressure shown on the gauge may still appear to be adequate.

Third Brush Conversion?

I am rebuilding an Austin Seven Ruby chassis, mounting a body of my own design, and bringing most parts of the equipment up to modern standards. The dynamo fitted to the engine is, of course, the third-brush type but I have a Lucas ignition and lighting switch which is a modern one and has only three positions, namely "Off," "Side" and "Head." I want to fit this switch in the electrical circuit and control the output of the dynamo automatically by means of voltage control. Would this be possible provided the dynamo connections were modified i.e., the control brush removed and its connection wire earthed?

Also, would you advise me on the size of cable most suitable to prevent a drop in voltage in long leads such as to rear lights? I understand the dynamo cables should be an especially heavy type. J. L. W. Hayes, Middlesex.

IT would not be possible to adapt the existing dynamo without fitting new field coils. You would be well advised to retain the present three-brush dynamo without alteration.

The size of cable suitable for tail lamps is 14-012, and the dynamo cables should be 28-012.

Running Too Hot

I recently bought a 1934 Railton in England and brought it out with me. In England the water temperature was about 80 to 85 deg C in normal running, and 90 deg if I drove hard. Here the water tends to boil. The system has been thoroughly cleaned out and scale removed, and I am wondering whether I could increase the capacity or force the water to circulate more rapidly? E. M. M. Bahrain Island, Persian Gulf.

IT is very doubtful whether forcing the water through the block would reduce the engine running temperature. Perhaps your best solution would be either to increase the pitch or the number of blades on the fan, or to pressurize the radiator, which would raise the boiling point slightly. Also, under fast driving conditions, the system may possibly be losing water through the overflow pipe if the radiator is not pressurized.

● A stamped self-addressed envelope, or an International or Imperial reply coupon, must accompany queries, which should be kept separate from other communications. Technical, legal, sporting and general questions are dealt with, and should be addressed to The Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

Queries should not be submitted which are the normal business of manufacturers' service departments

New Big-ends

I own a 10 h.p. coupe; should the big-end shell bearings have a centre hole drilled, or should the new shell bearings be installed as they are? D. M. H.

Esh Winning, Co. Durham.

IT is not necessary to drill oil holes in the big-end bearings unless the connecting rods are drilled to allow oil to pass from the big-ends up to the gudgeon pins. However, the main bearings must be drilled to allow oil to pass from the gallery through the crankshaft to lubricate the big-end bearings.

Business Depreciation

Our accountants has not made any allowance for the depreciation of one of our cars which was purchased on December 30. Our financial year ends on December 31, but I thought that the car would be allowed the annual depreciation figure. Is this not correct? A. L. A. Coventry.

DEPRECIATION of assets is normally calculated on an annual basis. If, therefore, an asset was used for only part of a year, the depreciation for that year would be that proportion of the annual amount appropriate to the part of the year during which the asset was in use.

Your car was used only for two days in 1951 and therefore the proportion of the annual depreciation for these two days is so small as to be ignored. However, with income tax you will receive a full year's wear and tear allowance and an initial allowance in respect of the car, in reduction of your liability on these accounts for 1951.

Road Test Fuel

In connection with your most interesting Road Tests of the Bristol and the 2.4-litre Healey I would be grateful if you could enlighten me on the following points: for what part of the Bristol's test was 80 octane fuel used? Did you measure the Healey's maximum speed on 80 octane fuel? G. H. O. Bedford.

A MIXTURE of 80 octane and British A Pool fuel was used for the performance testing of the Bristol Road Test, while normal running was carried out with Pool fuel only. The maximum speed of the Riley-engined Healey was not obtained on 80 octane fuel (had it been, the information would have been contained in the Road Test Data).



One of the curtain-raising events to the recent Marseilles G.P. was a race for the 2 c.v. Citroën; here is the field, heeling and tacking through the first corner.

THE SPORT

by J. A. COOPER

THE unfortunate paucity of competitors at the Aston Martin O.C. Snetterton meeting last Saturday underlines the pressing problem of the crowded state of the competition calendar. There were four race meetings on that day; at Snetterton, Silverstone, Castle Combe and Turnberry. It may be argued that, as the Castle Combe meeting was a closed event for members of the Bristol club alone, and as the invited clubs to the other meetings did not overlap to any great extent, there should have been no real problem; but many keen competitors are members of more than one club, and they can accept only one invitation for any one day. Moreover, the proportion of non-starters is once more increasing, and one reason for this is undoubtedly the over-enthusiasm of some competitors in imagining that their cars will stand up to a programme of one race every weekend, if not two.

Many people blame the R.A.C. for granting permits for conflicting events on the same day; one answer to this, however, is that if the organizers are satisfied that they will obtain enough entries, why should a permit be withheld from them? It is too late to do anything about the calendar for this year; but next year something must be done. It is up to the R.A.C. to take a firm line in this direction, and I would recommend the secretaries of clubs with similar interests to make every effort to run combined race meetings; fewer events, better organized, better supported by competitors and better attended by spectators, comprise the only answer to the main problem.

THE Snetterton circuit, as a result of all the hard work that has been put in on it, is now very good and deserving of success. The Aston Martin O.C., which pioneered its use, has two more dates there this year: on August 23, with a national permit for sports car racing, and

on September 21, for club members only. The August meeting does not clash seriously with anything except—once more—Turnberry, but as these are at opposite ends of the country this should not matter very much.

Meanwhile the Half-Litre Club is running a meeting at Snetterton on Whit-Saturday, May 31, and for the first time will include a race not for half-litre cars: a *formule libre* event. This will be run over 30 laps (81 miles), and a special prize given to the first formula 2 car to finish therein. The principal event of the day, however, will still be the formula 3 race, to be run in three 10-lap heats with a 30-lap final; the prize money is excellent, and the circuit should suit 500s very well. Entries close tomorrow, May 10: to K. E. Carter, 100, Station Road, Sidcup, Kent.

□ □ □

UNFORTUNATELY, there is bound to be some clash between the above meeting and the Whit-Monday (June 2) meeting at Goodwood, which caters for precisely the same classes of car. The races here are the Sussex International Trophy race (*formule libre*, two 7-lap heats, 15-lap final) and the 500 International Trophy (formula 3, same conditions); the clash will not affect the latter class, in which there are many more suitable cars, so much as the former. There are none too many good racing cars in this country for this type of event, and this number will now be split up between the two meetings; to run at both would involve special arrangements for practice at Goodwood, and the risk of blowing up the car on the Saturday and losing the chance of racing on the Monday.

However, they should both be meetings well worth seeing; the prize-money at Goodwood, incidentally, is very good indeed, and entries close on Monday next, May 12. Enquiries to H. J. Morgan, B.A.R.C., 55, Park Lane, London, W.1.

NOW for Silverstone; it is a great pity that the works Ferrari entry has been withdrawn, but the plain fact of the matter is that at the moment Ferrari is short of first-line drivers. Ascari has left for the U.S.A., where he will drive at Indianapolis; Farina hurt himself slightly in his crash during the recent Marseilles G.P., and Villorelli was injured (though he is now reported as out of danger and on the road to recovery) in a crash on the

COMING SHORTLY

- MAY 9.—Chichester M.C. Members' and guests dance, Dolphin Hotel, Chichester, 8 p.m.
- 10.—British Racing Drivers' Club. Daily Express International Trophy Meeting, Silverstone Circuit, Northamptonshire; first race 10.15 a.m.
- 10-11.—Caernarvon and Anglesey, and South Caernarvonshire motor clubs. Casc Rally, Jones Bros. Garage, Bangor, Caernarvonshire, 12 midnight.
- 11.—Dunlop Car and M.C.C. Fort Rally, Fort Dunlop, Birmingham, midnight.
- 11.—Riley M.C. (N.E. Centre). Reliability Trial, Ilkley, Yorkshire.
- 11.—Lancashire and Cheshire C.C. Map reading and navigational trial, Rising Sun Hotel (A536), between Macclesfield and Gawsorth, Cheshire.
- 13.—Allard O.C. Club meeting, with talk, Abbey Hotel, North Circular Road, London, N.W.10, 7 p.m.
- 14.—Riley M.C. Get-together, Bird in Hand, Henley-in-Arden, Warwickshire, evening.
- 16-18.—Lancashire A.C. Morecambe National Jubilee Rally and concours d'élegance, starting Birmingham, Bristol, Glasgow, Manchester, Leeds, London.
- 17.—West Essex C.C. Race meeting, Boreham Circuit, Chelmsford, Essex, 1.30 p.m.
- 17.—B.A.R.C. Members' meeting, Goodwood, near Chichester, Sussex, 2 p.m.
- 17-18.—Writtle 100 M.C. Wallasey Rally, New Brighton Promenade, Wallasey, Cheshire.
- 18.—Flat 500 Club. Concours d'élegance, Queen's Gate, Kensington, London, S.W.7, 2.30 p.m.
- 18.—Middlesex County A.C. Road safety demonstration, car park, Hendon Greyhound Stadium, Middlesex, 2 p.m.
- 18.—Half-Litre C.C. Race meeting, Brands Hatch, near Fawkham, Kent, 2 p.m.
- 18.—Hants and Berks M.C. Driving tests, California-in-Land, Berkshire.
- 18.—Swiss Grand Prix, Bern, Switzerland.
- 18.—Bugatti O.C. Hill-climb, Prescott.
- 18.—Production car race, Belgium.
- 18.—Coupe des dames, Italy.

Colonel R. T. Grantham at the wheel of his very fast M.G. Special, with which he won the 2,000 c.c. race at the recent Langa Langa meeting in Kenya, East Africa.



road when being driven by his mechanic before the Mille Miglia. A run of bad luck, in fact; and Ferrari's recent experiences of entrusting his precious cars to lesser-known drivers have not been entirely happy. Nevertheless, it should be a tremendous day; we can only pray for fine weather, and I hope you all get there and back without mishap (entries and other information on page 571).

THE Royal East African Automobile Association organized an excellent race meeting on the Langa Langa circuit, some 65 miles from Nairobi, at the end of March. The races included five- and seven-lap events, a lap measuring 3.34 miles, for cars of different capacity classes; the unlimited race was an XK120 Jaguar affair, these cars filling the first four places, while in both the 2,000 c.c. and 3,000 c.c. events the M.G. Special of Col. R. T. Grantham displayed a remarkable turn of speed. This car, incidentally, was built in Kenya from a crashed 11-litre tourer, runs on a 12 to 1 compression ratio and develops over 80 b.h.p. In the main race, a ten-lap handicap, M.G. TDs came first and second in the hands of P. M. Vasey and J. Daniell, with S. J. Manussis' Jaguar third.

THIS year's Ulster Trophy race meeting is scheduled for Saturday, June 7, on the Dundrod circuit. The main event,

organized by the Ulster A.C. with the support and sponsorship of the *News of the World*, will be the 34-lap (250-mile) formula 1 race for the Ulster Trophy and £1,000, the remaining awards being in proportion. This is an obvious must for the B.R.M., and it remains to be seen what opposition can be obtained for it. In addition, there are a 10-lap scratch race for cars up to 1,300 c.c., and a 14-lap handicap race for cars of any capacity. Entries close on Saturday, May 17; all enquiries to Hon. Sec., the Ulster Automobile Club, Saxone House, Donegall Place, Belfast, N.I.

LABELLED as a Brains Trust and L. Diversion, Sunbac recently held an evening meeting at the Boar's Head, Perry Barr, Birmingham, when Douglas Cleese, Midland Editor of *The Autocar*, captained a Press team and Ken Rawlings a Club team, questions being discussed such as the advantages or otherwise of double drivers, the best form of training for a racing driver, and so on. Less serious questions were also posed, and there was much hilarity when one team accused the other of having "no brains" and received the retort that they certainly had "no trust."

A session of "twenty questions" in which the two teams competed against one another resulted in a tie. A very cheerful affair!

CLUB NEWS

B.A.R.C.—For the Inter-Centre Rally at Droitwich last weekend there was an entry of 50, and a very enjoyable affair it proved. On the Saturday, the clan gathered at the Chateau Impney, near Droitwich, for a dinner and dance, and on the Sunday morning four quite intriguing tests were laid out in the hotel grounds. The first consisted of four parking bays, into which cars had to be driven in any sequence or direction, and then brought to rest astride the finishing line in a forward direction. Fastest time was made by A. C. Westwood, in his little grey Fiat Balilla, in 35.0s, for the Eastbourne Centre, next best being A. Burnley (M.G.), 37.2s. In the next test, round a hairpin bend, Westwood again scored, with 27.0s, with L. McCann (M.G.) taking 28.4s for the N.W. Centre.

Obviously it was going to be a close thing for the Inter-Centre Shield, and test 3, around a hairpin, reversing into a garage and then forward round a pylon into a second garage, went to the Yorkshire Centre, K. Bancroft, in his Morgan, making 20.4s; there was a tie for second place between A. Stoss (M.G.) and H. C. Mason (M.G.), both drivers representing the Yorkshire Centre. The final test—forward through pylons, and then backward on the other side of the pylons—was also carried off by Yorkshire,

D. Howard (Morgan), taking 28.2s, and W. W. Paul getting his big Allard round for Eastbourne in 29.8s.

At luncheon Yorkshire were declared the winners of the Inter-Centre Shield, which was awarded by Mr. Gordon Offord.

Midland A.C.—Mr. C. R. M. Parr, chairman of the club since 1936, died suddenly at his home at Heronsfield, Warwickshire, on Sunday, April 20. Mr. Parr, who will be remembered as a steward at Shelsley, was an enthusiastic worker for the club for many years, dating from 1926, when he joined the M.A.C. as a competitor with his Delage. He was an exceptionally fine photographer, and his pictures of Shelsley and Donington and other venues were of the finest quality, and were things of beauty as well as of motor racing interest.

Westmorland M.C.—The hill-climb at Barbon, near Kirkby Lonsdale, Westmorland, will be run on May 24. The hill is just over a half a mile with an overall gradient of 1 in 12; it includes three bends and a hairpin. Practising will start at 10 a.m., and the event proper at 2 p.m. (J. H. Lafone, Hylands, Kendal.) Invited clubs: Liverpool, Yorkshire, Lancashire, Middlesbrough, M.G., Lancashire and Cheshire, Chester. There will be classes for saloon and sports cars.

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CLUB NEWS

Chiltern C.C.—The night navigation trial—otherwise known as a "Lunar Lark"—was run recently over a 60-mile course which included eight check points. The finish, at the Crown Hotel, Amersham, Buckinghamshire, was graced with sausages and chips. Winner: R. W. Brown, driving an M.G.

Incidentally, club membership now exceeds 200. A "natter evening" is held on the last Wednesday in each month from 8 p.m., at the George Hotel, Beaconsfield, Buckinghamshire. An outing has been arranged for patients of the Stoke Mandeville Hospital, to take place in May.

Sporting C.C. of Norfolk—This recently formed club organized a shortest-route run on April 27, which lay through the byways of Norfolk, from the Norwich Cattle Market, through Swannington and Bessingham, to the finish at Cromer. Winner was A. A. Williams (Mark VI Bentley), who covered the journey in 47 miles. A fine dinner followed at the Regency Hotel, Cromer.

Middlesex County A.C.—At the request of the Finchley and Hendon road safety committees, a driving test for residents in the two boroughs will be held on May 18, at the car park of Hendon greyhound stadium, 2 p.m. Spectators, as well as drivers, should find it interesting.

Pathfinders and Derby M.C.—Such famous hills as the Strives, Middle Tongue, Park Rash and Littlebeck were included in the course of the club's annual rally to Scarborough, run on Friday night, April 25. Only 75 per cent of the starters arrived at Scarborough, by noon on Saturday, having covered 321 miles from the start at Derby. A short break for lunch followed, and then special tests on Albert Road, Scarborough. Cars were busily cleaned and polished for the concours d'élegance on the following day. **Results:** Pickford Trophy (best performance): M.G. 1,250 (J. F. Dalton). **Thomas Cup (runner-up):** M.G. 1,250 (K. Shipside). **Malin Trophy (third place):** M.G. 1,250 (I. D. Forbes).

Concours d'élegance award winners were M.G. (D. W. Wing), Sunbeam-Talbot (G. N. Cooper), Triumph Renown (H. C. Burrows).

Eastern Counties M.C.—Snettinton seems much in the news lately. The race meeting at this circuit, on April 26, was attended by some 1,000 spectators, bright sunshine and a slight breeze. A programme of seven races started at 2 p.m., with Don Moore running away with a 3-lap scratch event for cars up to 1,100 c.c. in his much-lightened and tuned M.G. PB. Other highlights were a duel between the XK120 Jaguars of J. H. Sarginson and S. J. Boshier in the scratch race up to 2,500 c.c., in which Boshier pursued Sarginson with great verve, and got past him when the former took to the soil at the hairpin; and in the handicap event, Boshier, in his XK120, worked through the entire field to win, followed home closely by Pattenden (Alta), and Kemp Place in the Healey. Within 30 seconds, in fact, the whole field had crossed the finishing line.

The last event of the day, a "delayed start" race for all cars, was run in two parts. Drivers had to sprint across to their cars, lined up Le Mans fashion, empty two gallons of fuel into the tanks, then remove and replace one wheel before even starting the race proper. Strawnson, in the ex-works Le Mans Singer, won the small car event, and Wilmshurst drove his 4½-litre Bentley home to win the large car class.

Cemian M.C.—Matt Pringle (M.G. TC) won the Chiltern Cup for his best performance in the Chiltern Cup Trial on April 27.

Aberdeen and D. M.C.—Many improvements are being made to the Crimond aerodrome for the race meetings there on May 24. The track has been resurfaced in some parts; car parking will now be possible along its edge, and the moving of Haddo Corner will provide a fast finishing straight; a bend has been included which sweeps into this corner. Lap distance is two miles. David Murray's team, *Escurie Ecoute*, is expected to compete on May 24, with Ian Stewart, Sir James Scott Douglas and W. A. Dobson driving XK120 Jaguars; they will probably bring with them a 2-litre Ferrari for good measure.

Sunbeam Register.—On Saturday, May 17, many Sunbeams will return to their birthplace, Wolverhampton, in the weekend rally to this town. The event will finish at Wolverhampton Airport, where a special enclosure will be reserved for competitors, from which a good view of the afternoon's air display and Goodyear Trophy air race may be obtained. During the evening, a social will be held, and on Sunday morning a concours d'élegance, followed by a parade in the afternoon through Wolverhampton. (Entries close May 10; Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hampshire.)

IN BRIEF

This year's rally at Glencaeles, for members of the S.M.T.A., is from Friday, May 16, to Sunday, May 18. Reservations should be addressed to the general secretary of the Association at 3, Palmerston Place, Edinburgh, 12.

Mr. D. P. S. Graham has been appointed advertising manager, and Mr. C. N. Holmes sales promotion manager of the Ford Motor Co., of Dagenham. During the war Mr. Graham was in public relations and propaganda activities in the Middle East, and assisted in the reorganization of the Middle East Services of the Ministry of Information. Mr. Holmes has been with the Ford company since 1929 and has for many years been responsible for exhibitions and displays.

On Monday, April 21, Mr. H. Woodhead, O.B.E., J.P., the chairman of Jowett Cars, Ltd., presented an engraved gold wristlet watch to employees who had completed 25 years' service. Including employees who had retired or left the company, a total of 95 watches was presented.

An excellent map of the City of London is available from C. J. Cousland and Sons, Ltd., 30, Queen Street, Edinburgh, 2, price 3s on paper. This supplements the same company's map of the West End. The maps are also obtainable from J. A. Deneu's, 9, Beauchamp Place, London, S.W.3.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16313. 1931 14 h.p. Citroën
"W.T."—All possible information and a handbook.

No. 16314. 1938-39 Morgan 4-4
"C.H.B." and "H.M."—Hints on tuning, overhauling, general maintenance and a handbook.

No. 16315. 1961 De Dion
"H.N.W."—Information on running, details of lubrication and a handbook.

No. 16316. Type 40 Bugatti
"D.A.T."—Hints on maintenance, any available information and a handbook.

No. 16317. 1935 Wolseley Fourteen
"J.G.B."—All possible information and a handbook.

No. 16318. 1927 10.8 h.p. Clyno
"S.N."—Any available information and a handbook.

No. 16319. Handbooks Required
"M.J.O.B.N."—1934 Lanchester Ten.
"G.B."—1931 Austin Seven.
"F.I.S."—1932 o.h.v. Morris Minor.
"C.R.H.S."—1933 Triumph Super Eight.
"L.L.W."—1937 11-litre Riley.
"C.S."—1942 Hillman Minx.
"G.A.D."—1936-37 2-litre M.G.
"A.J.W."—1937 Vauxhall Fourteen workshop manual.

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| 1937 Armstrong Siddeley 25 sports saloon | £295 | 1938 M.G. 2-litre saloon | £475 |
| 1946 Armstrong Siddeley Typhoon saloon | £785 | 1947 M.G. 1½-litre saloon | £865 |
| 1948 Armstrong Siddeley Hurricane d/h. coupe | £875 | 1940 Morris 8 saloon | £475 |
| 1939 Austin 10 saloon | £475 | 1939 Morris 8 saloon | £425 |
| 1939 Austin 10 saloon | £465 | 1938 Morris 10 saloon | £395 |
| 1946 Austin 10 saloon | £650 | 1950 Morris Minor tourer | £725 |
| 1947 Austin 8 saloon | £635 | 1950 Morris Minor saloon | £795 |
| 1946 Austin 16 saloon | £725 | 1949 Morris Oxford saloon | £935 |
| 1948 Austin 16 saloon | £835 | 1950 Morris Six saloon | £1,025 |
| 1938 Daimler 2-litre saloon | £650 | 1937 Packard 26 d/h. coupe | £250 |
| 1938 Daimler 2-litre spts sal | £725 | 1938 Rover 10 saloon | £375 |
| 1938 Daimler 2-litre saloon | £695 | 1939 Rover 16 saloon | £625 |
| 1939 Daimler 17 special saloon | £425 | 1937 Rover 20 sports saloon | £475 |
| 1939 Fiat "500" saloon | £325 | 1936 Riley 1½-litre saloon | £310 |
| 1947 Ford Prefect saloon | £565 | 1948 Singer 10 saloon | £595 |
| 1939 Hillman Minx saloon | £365 | 1949 Singer S.M. "1500" saloon | £975 |
| 1944 (regd. 1947) Hillman Minx | £550 | 1939 Standard 8 saloon | £380 |
| 1945 Hillman Minx saloon | £565 | 1946 Standard 8 saloon | £495 |
| 1946 Hillman Minx saloon | £595 | 1947 Standard 8 saloon | £510 |
| 1947 Hillman Minx saloon | £675 | 1948 Standard 8 tourer | £495 |
| 1947 Hillman Minx d/h. Coupe | £695 | 1938 Standard 12 d/h. coupe | £415 |
| 1936 Humber 12 saloon | £230 | 1936 Vauxhall 14 saloon | £250 |
| 1939 Jaguar "SS" 100 3½-litre sports 2-seater | £595 | 1950 Vauxhall Velox saloon | £1,025 |
| | | 1949 Vauxhall Wyvern saloon | £895 |
| | | 1950 Vauxhall Wyvern saloon | £975 |
| | | 1938 Wolseley 14 saloon | £450 |
| | | 1939 Wolseley 10 saloon | £470 |

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1947 (May) AUSTIN "Eight" saloon, black with brown upholstery, sitting position, one owner since new. **£595**

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PRESS DAY 1st POST MONDAY. Trade advertisements are accepted by telephone up to 12 noon, Waterloo 3333. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

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The Publishers do not accept liability for clerical or printer's errors although every care is taken to avoid mistakes.
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IMPORTANT NOTICE

PENN GARAGE (WOLVERHAMPTON), Ltd., Lloyd
Mill, Penn, Wolverhampton. Tel. 36737. [2498]

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1934 **AVIS** fire engine, lamp, sash, door, good condition, recently overhauled, bills available; £165
o.n.o.—Clarkson, Clarendon House, Beechen Cliff
Bath. (251)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1938 black Alvis 17hp. completely overhauled 1951. seat 5, any inspection.—Offers to buy 1952.

1937 Created large limousine, immaculate; £500. Ritchie Bros. (L. pool), Ltd., 211, Rine Lane, Liverpool. (C3053)

1934 Alvis Firefly 12hp drop head coupe, excellent condition, stored long period; offers over £200.—Box 8941.

1938 Crested Eagle 25hp saloon; £350.—Pioter & Richards, 35, Kinnerton St., Wiltton Park, London, S.W.1, Sloane 5424.

1948 Alvis 14, 30,000 miles; £885.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1, Tel. Euston 5228 (5 lines).

1938 Alvis Silver Crest 20hp saloon, very nice condition; £395.—Tel. 5377.

1940 Alvis Silver Crest 20hp saloon, very nice condition; £395.—Queens Road Auto, 69, Queens Rd., Peckham, S.E.15, New Cross 5069, (C3046)

1949 Alvis Fourteen saloon, finished in maroon with fawn leather upholstery, total mileage only 14,000.—James H. Galt, Ltd., 32, Woodlands Rd., Glasgow, C.5, Tel. Douglass 7594.

LANCASHIRE and Cheshire sales service and spare parts specialists.—Parkers (Manchester and Bolton), Ltd., Broadhagave, Bolton (Tel. 408), and 178, Deansgate, Manchester (Tel. 4507).

ALVIS Speed 20 1935 black saloon, excellent condition, 19 m.p.g., new radiator, water pump, shock absorbers, starter, king pins, overhauled steering, back axle and brakes; £395.—Harrow 0731, Hatch End 1797.

1949 Alvis Fourteen saloon, finished in black with fawn leather upholstery, fitted with heater, a carefully used one-ohable from new, low mileage, James H. Galt, Ltd., 32, Woodlands Rd., Glasgow, C.5, Tel. Douglass 7594.

1950 (Nov.) Alvis Special Paramount body 4-seater roadster, ivory, numerous extras, mileage 10,000; price £1,525.—Geo. Moore & Son, Ltd., St. David's Road South, St. Ann's-on-Sea, Lancs, Tel. St. Ann's 2000.

1938 12/70 black sports saloon, carefully assembled, not used recently, one engineering owner throughout, two such models, maintained fastidiously, considered good service, £525, no dealers.—(2347) Alton, Yeovil, Leeds.

ALTON GARAGE of Paddington offer 4745 1938 12/70 sports saloon, in mint green, best condition throughout, may have purchase, exchanges on any make, etc.—17-19, Brook Mews North, Gower Rd., W.2, Paddington 3952.

1949 Alvis 14 saloon, 1st imp. 16.9.49, maroon one owner, undisturbable from new, low mileage, any good post-war car considered in exchange; £1,250.—Herbert Robinson Ltd., Cambridge, Tel. 461.

ALVIS 1936 (July) Charlesworth sports saloon, extensively reconditioned in 1951, new crown wheel and union, renewed engine, general overhaul, built for £250 can be done, oil coil, good tyres, taxed and genuine 50mph; £320; seen London district.—Box 8897.

Alvis Cars Wanted (2166)

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Alvis buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041.

F. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 350.

CHARLES POLLETT, Ltd., buy good late model cars.—C-13, Berkeley St., W.1, May 6226. Service Works and Stores: Barnside Yard, off Elna Ave., W.9. Tel. Cunningham 5566-7-8.

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 833 Finchley Rd., London, N.W.11, Tel. Speedwell 6762-3-4.

ALVIS, Ltd., Service Station, Holyhead Rd., Coventry, Tel. 550. Grams, Alvis Coventry.

CHARLES POLLETT, Ltd., Alvis specialists.

SHOWROOMS: 13, Berkeley St., W.1, May 6266.

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DISMANTLING Alvis 20, 1935 and 17hp 1936 and 1934.—Motolympha, Welshpool (Tel. Oswestry 480).

KINGSTON-ON-THAMES—Sales, Service and Spares.—G. W. Wirtin, Ltd., Weston Park and 54, Eden St., Kingston 2247.

ALVIS repairers and spares specialists.—A. Freeman & Co., Ltd., Grosvenor Garage, Burnace Lane, Manchester, 19, St. Ann's 2074.

AMERICAN CARS

SIMPSON'S MOTORS offer:—

1950 Buick special, fitted all extras, low mileage.

1948 Buick convertible, radio, heater, loose covers, left-hand drive, black.

1947 Chevrolet, 2-door, heater, loose covers, dual, black.

1947 Chevrolet, 12hp, heater, all extras, low mileage.

1948 Dodge, 1947, right-hand drive, all extras, low mileage.

1948 Mercury, left-hand drive, fitted with all extras, low mileage.

1950 Oldsmobile Futuramic hydramatic model 76, all extras.

1950 first registered Plymouth coupe, all extras, blue.

1949 50 Pontiac hydramatic drive, all extras.

1947 Pontiac convertible, all extras, whitewall tyres, low mileage.

1949 Studebaker Champion, fitted all extras, low mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691, 3903.

AMERICAN CARS

OVERSEAS CARS, Ltd.

1947 Ford V.8 de luxe sedan, grey/grey cloth, 23,222 miles; £600.

1947 Studebaker Champion saloon, recently re-sprayed, grey/hard cloth, 13,809 miles, very attractive car, perfect condition; offers.

1947 Hudson Super 8 saloon, maroon/grey cloth, 39,700 miles; offers.

OVERSEAS CARS, Ltd., 227, Bromford Rd., Knightsbridge, S.W.1, Tel. Kensington 7475. (C3031)

JOE THOMPSON (MOTORS), Ltd., offer:—

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JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelin), Ken. 4695.

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1949 Buick Super 8 6-seater, drop head, electric hood.

1949 Buick Super 8 saloon, condition as new.

1946 Buick 6-seater drop head coupe, all extras.

1948 Chevrolet Stylemaster saloon, 12,000 miles.

1949 Chevrolet Fleetmaster saloon, one owner.

1947 Ford Mercury saloon, right-hand drive.

1947 Ford V.8 (American) saloon, right-hand drive.

1949 Ford Custom 6-seater drop head coupe.

1947 Mercury 6-seater drop head coupe, electric hood.

1949 Mercury 6-seater drop head coupe, as new.

FOR details and prices of above, write, call or Tel. CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). (C1035)

AMERICAN CARS Wanted

SIDNEY MARCUS, Ltd.

BIGGEST buyers of American cars.

URGENTLY require post-war American cars.—33, Sloane St., S.W.1, Tel. Sloane 5357, 6970.

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DICKS

1938 Armstrong 14hp saloon, late doctor's car, well maintained; £395.

DICKS CAR SALES, Ltd., 305-301, High Rd., Kilburn, Maida Vale 6889-8.

P&J

PASS & JOYCE, Ltd., offer:—

1951 Armstrong Siddeley 7-seater limousine, black, one owner, as new; £1,945; subject to H.M.A. Commission.—184, Cl. Portland St., W.1, Museum 1001.

BROOKLANDS.

1949 Armstrong Siddeley Lancaster saloon, black, overhauled and passed by makers.

103 New Bond St., London, W.1. Mayfair 8351-6.

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RAYMOND WAY OF KILBURN.

RAYMOND WAY, The Hire Purchase specialists.

1939 Armstrong 16 sports saloon, preselector gear box in sound mechanical condition, chauffeur maintained, very clean and original coachwork, beautiful leather interior, offered at the attractive price of £295.

Write Purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car; unique 5 months' written guarantee, always 200 cc under 4,000 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6943, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

CAR MART, Ltd.

1949 Armstrong Siddeley 16hp Lancaster saloon, radio, heater; £1,045.

1950 (Dec.) Armstrong Siddeley 16hp Hurricane drop head, coupe, heater, 12,000 miles; £1,225.—Car Mart, Ltd., 320, Euston Rd., N.W.1, Euston 1212.

WARWICK WRIGHT, Ltd., offer:—

1950 Armstrong Siddeley Whitlaker saloon, black, beige leather, radio, 11,500 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9701.

MEERES & MEERES, Ltd. (Est. 1895), offer:—

1938 model Armstrong Siddeley 14hp de luxe saloon, maroon hide upholstery to match coachwork, mechanical condition and tyres excellent; £355.—The Broadway, High Hill, N.W.7, Tel. May 2040.

CLAND & TABOR, Ltd., Welwyn 481, offer with 3 months' guarantee:—

ARMSTRONG SIDDELEY Typhoon saloon, registered beige leather, radio, 11,500 miles, black top, blue leather, one owner, works maintained.

GORDON CARS (LONDON), Ltd.—1950 Armstrong Hurricane coupe; £1,575.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Hurricane coupe; £795.

GORDON CARS, 375, Euston Rd., London, N.W.1, G. Euston 6611.

1938 Armstrong Siddeley 17hp saloon, preselector gearbox, good clean body, interior in perfect condition; £350.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Old. 2234, (C3036)

1948 (Oct.) Armstrong Typhoon saloon, black, 20,000 miles, immaculate condition; £675.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Grosvenor Rd., N.W.3, C. 8082.

£365 111—Armstrong 16 saloon, late 1939 one owner, immaculate.—Value Cars, 352, 354, Richmond Rd., S.W.14.

£75—1936 14hp Armstrong saloon, engine re-quits new—135, Cricklewood Broadway, N.W.2, Gladsstone 2226.

1950 model Armstrong Lancaster, blue with blue leather in showroom condition, unmarked, 10,000 miles, heater; £1,450.

CORNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey, Ripley 3122.

1950 (July) Armstrong Hurricane 16hp, 11,000 miles only, as new, privately owned; £1,250.

£355 1938 Armstrong 16hp sports saloon, tremendous performance with reasonable economy, absolute give-away price, £675.

LAMB of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12, Pin. 6211.

1950 Armstrong Siddeley 16hp Lancaster saloon, black with beige upholstery, speedo reading 15,000 miles, in immaculate condition; £1,275; terms, exchange.

MASON BROTHERS (MOTOR SHOWROOMS), 151-153, Fitzwilliam St. (off The Moor), Sheffield, 1, Tel. 24627.

ARMSTRONG SIDDELEY 15hp grey sports saloon, pre-war model, completely rebuilt and repainted at cost of £350 last year, a handsome car, as new; £475.—Box 8685.

1950 Armstrong Siddeley Lancaster saloon, scheme black with beige leather upholstery, preselector gears, mileage extremely low, radio, etc.

750 Typhoon sports saloon, black, maroon leather, manual gearchange, radio, heater, carefully used, excellent condition; terms, exchange.—Rowland Smith, Tel. 24627.

595 Armstrong Siddeley (June, 1946) Hurricane four-seater drop head coupe, brown, brown leather, manual gearchange, radio, heater, excellent condition; terms, exchange.—Rowland Smith, below.

145 Armstrong Siddeley 1935 14hp de luxe 4-door saloon, black, beige hide, blue leather, preselector, terms, exchange; list; open 9-7 week-day hours, Saturdays—Hamstead High St., Hampstead 6011.

ROSE & YOUNG, Ltd., offer 1947 (December) Armstrong Typhoon 16 saloon, low mileage, immaculate condition, must be seen to be appreciated; black; £795.—65-69, St. John's Ave., Streatham Hill, S.W.3. (1 minute from Streatham Hill Station), Tulse Hill 6404.

1948 (May) Armstrong Siddeley Typhoon saloon, black with brown hide, one owner, meticulously maintained and in superb and spotless condition, thoroughly recommended; written guarantee; terms, exchange; P. Edwards, 172, Kings Rd., Ewell, Surrey, Ewell 5101.

7 passenger privately owned 1940 17hp Armstrong Siddeley with division, face forward coachman, whole car in immaculate condition, genuine bargain, must sell; will accept £425 or near—Webb, 232, St. Albans Rd., Watford, Herts, Tel. Watford 5022, 10 10 7, 9 to 6 p.m.

£285—Armstrong Siddeley 14hp saloon, 1936/7, black, 1936/7, with automatic clutch, built in rear luggage boot, etc., black, green, leather, four wheel spars, instruction manual, all tools, Homecar radio, two new drop top, new tyres, new series, oil consumption negligible, oil pressure 45lb per sq. in., properly gauged, no leaks, no rust or corrosion, new examination car in daily use and in genuine racing condition, two owners from new.—Toyland, The Toy and China Shop, 5, Boston Rd., Haverhill, Hunting 4835.

A & S Limousine, 1939, 17hp, partition forward, black, leather, 12,000 miles, sensible condition, economical; £575. Seen.—

A LFE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair 4941, (C1006)

Armstrong Siddeley Cars Wanted

CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1, Euston 1212.

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Armstrong buyers.—Hamstead High St. (Ham. Tube), Ham. 6041, 10916

MY post-war Armstrong Siddeley wanted.—Corbett & Taylor, 22, Conduit St., London, W.1, 1940.

CAMDEN MOTORS urgently require 1946/47 Lancaster C and Typhoon saloons; particulars and price to—CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).

MARSTON MOTOR Co., Ltd. for your Armstrong Siddeley, Tel. St. 3003, Seven Sisters Rd., Tottenham, N.15.

HENLY'S, Ltd., wish to purchase first class carefully used Armstrong Siddeley cars.—1-3, Pear Street, Manchester, Tel. Blackfriars 7943.

PASS & JOYCE, Ltd. London and District distribute cars, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Cl. Portland St., W.1, Museum 1001.

Armstrong Siddeley Spares and Service

ROOT ENGINEERING, Ltd.—Preselector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3, Kensington 7301.

ROOT ENGINEERING preselector gear boxes exchange and repairs.

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TELEPHONE: Euston 1212

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subject to three months' written guarantee.—198, King's

Rd., S.W.2. Tel. Fins. 4801-5. (C374)

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hamp-

stead High St. (Hampstead Tube), Ham. 6041. (0256)

UERTING wanted.—Smiths, 55, Chalk Farm Rd.,

N.W.1. Gyl. 2767. (0822)

MARSTON MOTOR CO. for your Austin.—Tel. Sta.

6020, Seven Sisters Rd., Tottenham N.15.

ALL models Austin recently returned.—Corbett &

A Taylor, 22, Conduit Mews, W.2. Amb. 6049. (W1055)

WEYBRIIDGE AUTOMOBILES, Ltd. the Austin dis-

tributors, urgently require late type Austins.—Tel.

Weybridge 232. (0541)

FERRARIE OF CRICKLEWOOD, Ltd. buy Austin

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wood Broadway, N.W.2. Gladstone 2234. (W2006)

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NEW gears, reconditioned, guaranteed, 7, 10, 12; ex-

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Garrett & Fraser, Ltd., 10, Winchester Mews, N.W.3.

Fri. 6159. (0367)

AUSTIN spares for cars van and commercial vehicles.

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Middlesex. Tel. Feltham 2074. (0376)

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depot, full range of parts and units in stock; ex-

change engines, gear boxes, pumps, clutches, carburetors,

brake shoes and electrical units from stock; repairs and

service to Austin exclusively.—37, Acton Lane, S.W.2.

Boxton 1155. (0184)

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LARGEST official retailers of Bentley and Rolls-Royce;

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

£645 111-1948 (September) Ford Prefect saloon, with unmarked red leather upholstery which has only covered a guaranteed 17,000 miles in the hands of one private week-end motorist since new; this car must not be confused with the usual worn-out commercial trader's car but is a specimen in every respect; 3 months' guarantee, part exchange—Northern Motors of Harrow, 196-194, Pinner Rd., Harrow, 444-4034.

£299.95 111-1940 Ford Prefect saloon, 1939, good engine and tyres, brand new battery, real leather upholstery, bodywork although not denied or knocked about is a little of colour, definitely worth consideration—Cameron Motors, Ltd., Lake St., Leighton Buzzard, Beds., Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars. Hire purchase, part exchange. Free delivery. Showrooms open till 8 p.m. Monday/Saturday. [C1035]

Ford Ten Cars Wanted

C THE CAR MART, Ltd., wish to purchase Ford 10 cars—150, Park Lane, W.1. Grosvenor 5434. 0174

G GEORGE NEWMAN & Co. have cash waiting for good Ford 10 cars.

NOW is the time to sell to at 369, Euston Rd., London, N.W.1. Euston 4466. [W3025]

JAMIESON MOTORS (WIMBORNE) Ltd. (American Sports Cars Specialists) Tel. Wembley 8691/3903. [C4015]

JAMIESON MOTORS (WIMBORNE) Ltd. (American Sports Cars Specialists) Tel. Wembley 8691/3903. [C4015]

ROWLAND SMITH'S, The Ford buyers—Hampstead High St., (Hampstead Tube), Ham. 6041. [C0928]

RANSTON MOTOR CO. Ltd., for your Ford 10—Tel. SE. 8000. [W3025]

CASH buyers of low mileage Ford 10s; distance no object—Hartons, Lord St., Southampton, Tel. 2288.

A new post-war Ford 10 required—Fortune, 3, Brae Court, Kingston Hill Surrey, Tulse Hill 2768 (day).

A LONCE new Ford 10, defect required; cash payment—A. Morley, 54, Streatham Hill, S.W.2. Tulse Hill 2768 (day).

FERRARIS OF CRICKLEWOOD, Ltd. buy 1947 saloons at full market value—200-320, Cricklewood Broadway, N.W.2. [W3000]

Ford V.8

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Pilot saloon, choice of two cars, both low mileage and in first-class condition.

THESE cars demonstrated at the above, any time, hire purchase terms can be arranged.

W HARKNELL LTD., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3043]

CAR MART, Ltd.

1948 Ford Pilot saloon, radio, heater, 6 months' guarantee; £795—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [C1039]

BROWN & PORTER

1949 (June) Pilot saloon, fitted radio, heater, loose covers, exceptional condition, mileage 22,000; £875—Open until 7 p.m., 1 cycle London—Cassins, S.W.13 (by Hammermill Bridge), Ren. 4444. [C1062]

JACK ROBE, Ltd., offer—

PILOT, 16,000 miles only and positively as brand new inside and out, in green, radio and heater; accept £285—Jack Robe, Ltd., Stafford Rd., Wallington, Surrey 677/8. [C3056]

SIMPSON'S MOTORS offer—

1948 Ford Mercury, left-hand drive, fitted with all extras—Simpson's Motors (Wimborne) Ltd. (American Sports Cars Specialists) Tel. Wembley 8691/3903. [C4015]

WARWICK WRIGHT, Ltd., offer—

1950 Ford V.8 Pilot saloon, blue, blue leather, radio and heater, 6,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Pilot, black, hide, radio, 10,000 miles; £1,025.

1948 Ford Pilot, green, hide, 27,000 miles; £650.

56 Park Lane, W.1. Repeat 4866; 574, Telling Rd., Alington, Middlesbrough 3385; and 8, Park Lane, Sandy Rd., Clifton, B.E.C. Hither Green 4821. [C1066]

1950 Ford Pilot, black, 9,000 miles, immaculate; £650.

MANSFIELD AUTOS, Ltd. 31, Grafton Mews, W.3. Tel. Euston 2697/3. [C2062]

GORDON CARS (LONDON), Ltd.—1950 Ford V.8 Pilot saloon; £1,050.

GORDON CARS (LONDON), Ltd.—1949 Ford V.8 Pilot saloon; £930.

GORDON HOUSE 373, Euston Rd., London, N.W.1. Euston 6611. [C2023]

1937 Ford V.8 saloon, 22hp, in perfect condition; £510—Barnes, E3. [C1043]

PERFORMANCE CARS—Good selection always available; written guarantee—See under "Sports Cars."

FORD V.8 1948 model drop head coupe, really outstanding condition, recon. engine recently fitted; £350.

PETER BANTOCK CAR SALES, Ltd., 104, High St., W.1. Chiswick 5670. [C1014]

W 9—1950 Ford V.8 20hp 4-door saloon, bargain.

£135—Bryant Motors, 180-184, West End Lane, N.W.6. Hampstead 6480. [C1024]

1950 V.8 Ford saloon, radio, heater, beautiful condition—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C1006]

1948 Ford V.8 Pilot black service very good value; £645—Bayswater 0136. [C1015]

£398.11—Ford 30 saloon, late 1939, serviced by Ford engine immaculate—Value Cars, 362, Upper Richmond Rd., S.W.14. [C2487]

£350—11-July, 1937, Dagenham-built worn engine and battery; in excellent order.

BRIAN PINGLAS, Baywater Sales & Service, E. Pembroke Mews, Baywater, W.11. Baywater 3851.

After 6, Tulse Hill 4755

1949—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016]

1949 Ford Pilot, mid green, beige leather, 20,000 miles, excellent condition; £650—Carlwright, 33, Red Hill, Clapham, W.8. [C086]

1950 (October) Ford Pilot saloon, green, beige leather upholstery, 5,000 miles, immaculate condition, as new; £1,050—Tel. Leamington 2783. [C055]

1950 (Sept.) Ford Pilot, black, beige leather, 15,000 miles, as new; £250, 2007, Cornwall, private owner—Cliffside Hotel, Newquay 2897. [C065]

1950 (July) Ford Pilot saloon, black, beige leather, radio, heater, 12,000 miles, perfect condition; £425, or near offer—Tel. Cuninghams 7231. [C249]

1950 Ford Pilot, 25,000 miles, heater, radio, leather, 2400—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel.: Euston 5226 (5 lines). [C1050]

1950 (April) Ford Pilot black saloon, brown leather, radio, heater, speedo reading 20,500, exceptional condition, taxed; £795, exchange considered—Turner, Palmers Green 7955. [C4036]

1947 Ford Mercury saloon, right-hand steering, colour leather, radio, heater, 12,000 miles, 5,500 miles since reconditioned engine and clutch unit fitted, excellent condition; £490.

REW BROTHERS Ltd., 133, Old Brompton Rd., S.W.7. R. Ken. 2462. [C2219]

1950 (December) Ford Pilot saloon, colour black, brown leather, radio, heater, one owner, mileage 15,000, as new and unmarked; £600—Bimbi 10. [C2205]

795—Ford V.8 Pilot, 1950 saloon, black, brown leather, heater, one owner, carefully used, exceptional condition; terms, exchange, list; open 9 week-days and Saturdays—Rowland Smith, Hampstead Tube, Hampstead 6041. [C4018]

1940 drop head Ford V.8 91a model, one owner, 45,000 miles, new engine fitted 2,000 miles, open, brakes lined and overhauled, 2 new tyres, taxed for the year, in excellent condition throughout; £465—Clifton Garage, Broadway, Chelsea, W.8. 6500. [C471]

Ford V.8 Cars Wanted

C THE CAR MART, Ltd., wish to purchase Ford V.8 cars—150, Park Lane, W.1. Euston 1213. 0175

G GEORGE NEWMAN & Co. have cash waiting for good Ford V.8 cars.

NOW is the time to sell to at 369, Euston Rd., London, N.W.1. Euston 4466. [W3025]

A new post-war Ford V.8 required—23, Broadwalk Court, W.1. Tulse Hill 1288 (day). [C0992]

ROWLAND SMITH'S, The Ford buyers—Hampstead High St., (Hampstead Tube), Ham. 6041. [C0928]

SIMPSON'S MOTORS (WIMBORNE) Ltd., require Ford V.8s (1937 onwards)—Wembley 8691/3903. [C4015]

UTILITY—FORD ON OTHER BODIES

1948 Fordson ship Sewit utility, town and natural woodwork, 4485—Kings' Motors, 1, High St., Hounslow, Tel. 3532. [C2049]

FORD Mercury utility, first registered Sept. 1947, £10 tax, excellent condition throughout; £340—Jacquier, Ltd., 225-7, Hammermill Rd., W.8. Riverside 6677-8. [C2043]

Ford Utility Cars Wanted

ROWLAND SMITH'S, The Ford buyers—Hampstead High St., (Hampstead Tube), Ham. 6041. [C0928]

TANKARD & SMITH, Ltd., offer the choice of many Ford 10s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee—138, Kings Rd., S.W.3. Tel. Fax. 4801-3. [C0378]

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, The Ford buyers—Hampstead High St., (Hampstead Tube), Ham. 6041. [C0928]

HAROLD PERRY, Ltd., main Ford dealers—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C0943]

FORDS wanted—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767.

BEFORE selling your Ford Anglia or Prefect consult B. Charles Richards, Ltd., 56, Baywater Rd., W.2. Paddington 1850. [W3050]

Ford Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-8, King St., W.8. Riv. 3665. [C0338]

N. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Dagenham; Dagenham reconditioned engines 8, 10 and 50hp, always available from stock.

219—Barnes, E3. High St., S.W.17. Tel. Balham 4401. Also at

FORD Rd., Poikstone 5122. [C4006]

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

VANDYKE 4433 (5 lines). [C0514]

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Watford 2353), main Ford dealers; service and all spares. [C0085]

FRANZEN HASH

£395—Fraser Nash 2-4 str., twin o.h.c., just had over £200 spent on it, registered May, 1951, a rare motor car with all performance, exchange considered—335, High St., South, East Ham, E.6. Orange 600 5834. [C4032]

FRANZEN HASH B.M.W.

£395—Fraser Nash 2-litre, type 45, 4-str., cabriolet, ex. con. £550—Franchise 9536 [C4049]

PERFORMANCE CARS, good selection always available, written guarantee. See under "Sports Cars."

FRANZEN HASH B.M.W.

£395—Fraser Nash 2-litre, type 45, 4-str., cabriolet, ex. con. £550—Franchise 9536 [C4049]

1937 model 19-litre cabriolet, engine just completed, totally overhauled, in very good condition for its age; £275—Fraser Nash, 204, Ballards Lane, N.3. Finchley 2290/7050. [C2876]

£375—or near offer—Fraser Nash B.M.W. 19-litre, chassis, bodywork in good condition, transmission recently overhauled, available for inspection in London—Write: Box F.174, Willings', 362, Garsia Hill Rd., London, C.1. [C0357]

FRANZEN HASH B.M.W. offer Veritas Motor post-war 2-litre B.M.W. 130 mph 2-4 str., import duty and charges tax paid suitable formula. B. Franch 9536 racing, first registered 1949; £1,275—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station) Tulse Hill 6464. [C0357]

FRANZEN HASH B.M.W. Cars Wanted

ROWLAND SMITH'S, The Fraser Nash B.M.W. buyers. 1—Hampstead High St. (Hampstead Tube) [W1013]

BARTLETT—We are very interested buyers of all B. Fraser Nash B.M.W. models—27a, Pembridge Villas, W.11. [W1013]

BROOKLANDS. **NEALEY**

HEALEY distributes London and Home Counties.

STILL, world's fastest 4-seater saloon.

2-door saloon by Tickford and fourours drop head coupe by Abbott.

1951 Healey Tickford saloon, many extras, 2,700 miles only.

1951 Healey Abbott coupe, small mileage.

1950 Healey Silverstone sports 2-seater.

1949 Healey Silverstone, many extras.

BUY or sell your car.

103 New Bond St., London, W.1. Mayfair 8551-6. [C1089]

L. F. WARD, Ltd.

1948 Healey Duncan saloon, two owners, exceptional car.

1948 Healey 2-door sports saloon, first registered 1937, 48,000 miles, engine completely overhauled, cost £1,000—open six days a week, evenings 8 p.m. [C121]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Hudsons (1937 onwards)—Wembley 6931/3903. (0465)

Hudson Sales and Service
DISMANTLING—Hudsons 1939 17hp, 1937 22hp and 1934 17—Metolympha, Wexham, Tel. Caversay 380.
SPRINKERS (TWICKENHAM), Ltd., the Hudson division for Hudson recommended engines, spares and service, choice chassis number—32-101, Heath Rd., Twickenham, Tel. Polesgrove 1038-9-7. Telegrams: Spinks, Twickenham. (0466)

CASH offers:—

1949 Number Super Snipe, finished in metallic green with brown leather upholstery, heater, radio, taxed speedometer reading 20,000, undoubtedly genuine, beautifully kept and maintained and in magnificent condition throughout; first 2/75 secure. (0425)

1948 Number Snipe, finished in black with brown upholstery, nominal mileage, carefully used and in magnificent condition throughout; 2/65; choice of two. (0426)

1940 Number 16, finished in black with brown upholstery, carefully used and in magnificent condition throughout, our price 2/50; choice of two. (0427)

CASH AUTO, Ltd., 156, Strathmill Hill, London, S.W.2, Tel. Tulse Hill 1909. (0102)

BROOKLANDS

1949 Number Super Snipe. (0103)

103 New Bond St., London, W.1. Mayfair 8351/6. (0109)

JAR MART, Ltd. (0109)

1950 Number Hawk saloon, heater, 14,000 miles; 21.50; Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3457. (0109)

PRIDE & CLARKE, Ltd. (0109)

1945—1945 27hp Number Pullman limousine, 7-610 cc, superb condition, terms, exchanges; lists—THREE months guarantee; terms, exchanges; lists—Stockwell Tel. Tulse Hill 6251. (1307)

J. HUNTER, Ltd., offer:—

1950 series Number Hawk saloon, fitted radio, heater, etc., one owner, superlative condition; 21.10. (0109)

J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6903. (0204)

PHILIP RICKARDS, Ltd., offer:—

1949 Number Pullman limousine, black, 21,000 miles; 21.50; Brick St., Park Lane, London, W.1. Grosvenor 4772/3. (0301)

WARWICK WRIGHT, Ltd., offer:—

1951 Number Imperial saloon, black, beige leather, heater, 100 miles. (0405)

1950 Number Super Snipe Mark III saloon, dark green, beige leather, 6,000 miles. (0405)

1950 Number Hawk 19hp saloon, black, red leather, 6,000 miles. (0405)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 878. (0405)

MCKINNON MOTORS, Ltd., offer:—

1951 series, first regd. Nov. 25, 1950, Number Hawk saloon, black, red leather, sliding roof, Mark IV, 16hp engine, Smith's heater, over-riders, twin chromium spot lamp, screen wash, special light proof petrol and ignition lock, taxed Dec. 1st, 1951, 5,700 miles; only genuine; a brand new car in every respect; 21.50; six months' guarantee. (0302)

MCKINNON MOTORS, Ltd., "Langham House", 5, Stamford Rd., Wallington, Surrey. Established 1896. Tel. Wallington 300. (0302)

GUY SALMON AUTOMOBILES offer:—

1951 (February) Number Super Snipe, one owner, subject to balance of B.M.T.A. covenant; 21.50; Portsmouth Rd., Thames Ditton, Esherbrook 5551-5. (0401)

G. O. SMITH (MOTORS), Ltd., offer:—

1938 Number 21hp semi-racer edge sports saloon, reconditioned engine, smart and attractive; 2/50. (0401)

G. O. SMITH (MOTORS), Ltd., 15-19, East Dulwich Rd., S.E.22, New Cross 4444. (0401)

MORRIS & KEEBS, Ltd. (Est. 1935), offer:—

1935 Number Vogue 12hp saloon, ivory and black, maroon hide upholstery, coachwork, mechanical condition and tyres excellent, modern appearance; also average for year; 2/52; "The Broadway", Mill Hill, N.W.7. Tel. Mill 3040. (0302)

J. SHANKS & Co., Ltd. (Est. 1897), offer:—

1946 Number Super Snipe saloon, black, brown leather, taxed to end of year, supplied and serviced by us in excellent condition; 21.50. (1087)

BAKER ST., Weybridge, Surrey. Tel. Wey 117. (1087)

PHOENIX MOTOR CO. (SURREY), Ltd., offer:—

1950 (Oct.) Number Hawk Mark IV saloon, big engine, green red leather upholstery, 3,000 miles only; unusual and new throughout; 21.75. (0401)

1950 (Mar.) Number Super Snipe saloon, black, brown leather upholstery, 11,000 miles only; one owner since new; taxed, fitted heater and windscreen wash, immaculate throughout; 21.75. (0401)

PHOENIX MOTOR CO. (SURREY), Ltd., Promiss House, High St., Sutton, Surrey. Victorian 1121/6. (0304)

1949 Number Super Snipe, mileage 12,000; 21.50. (0304)

1949 Number Super Snipe; 21.100. (0304)

EXCHANGE—"Lindwood" Upper Bassetts Ave., Southam, Notts. Tel. Southam 3624. (0304)

UTOMOBILE & AIRCRAFT SERVICES, Ltd. (Routon A Group dealers), offer:—

1950 Number Hawk 16hp, low mileage; 21.75. (0304)

MARLBOROUGH SERVICES, Kenton, Tel. Werdsworth 5656 and 3658. (0108)

GORDON CARS (LONDON), Ltd.—1950 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1948 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1946 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1944 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1942 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1940 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1938 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1936 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1934 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1932 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1930 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1928 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1926 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1924 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1922 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1920 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1918 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1916 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1914 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1912 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1910 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1908 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1906 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1904 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1902 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1900 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1898 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1896 Number Hawk 16hp saloon. (0108)

GORDON CARS (LONDON), Ltd.—1894 Number Hawk 16hp saloon. (0108)

SIMPSON'S MOTORS offer:—

1949 Number, chauffeur kept, immaculate, hide upholstery, 4-door, 16hp. (0405)

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Tel. Wembley 8691/3903. (0405)

1946 Number Super Snipe, black, fawn leather, low mileage, 19hp saloon, motor. (0405)

1946 Number Super Snipe, black, fawn leather, low mileage, 19hp saloon, motor. (0405)

1950 Number Super Snipe, black, fawn leather, low mileage, 19hp saloon, motor. (0405)

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Number Cars Wanted

R. ROOTES, Ltd. (0405)

DISTRIBUTORS, (0405)

REQUIRE modern low-mileage Number cars. (0405)

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G. Cars Wanted

C THE CAR MART, Ltd., wish to purchase M.G. cars—
350, Euston Rd., N.W.1. Euston 1212. (10996)
ROWLAND SMITH'S, the M.G. buyers—Hamstead
High St. (Hamstead Tube), Ham. 6041. (10946)

CASH immediately for good M.G.—H. F. Edwards,
58, Upper High St., Epsom 940. (19202)
CAMDEN MOTORS urgently require good 1939 and
1940 M.G. models; particulars and price re-
quired. Tel. 2041 (5 lines). (10105)
LMOST new M.G. required; cash payment—Morris
A. 54, Streatham Hill, S.W.2. Tulse Hill 4468. (10946)

JACK ROSE, Ltd., M.G. agents, wish to purchase
good M.G. cars—Stafford Rd., Wallington, Surrey
Wallington 5677.8. (10306)

URGENTLY required, low mileage 1940-50 M.G. 1½
saloon—Gibson Sports Cars (Christchurch), Ltd.,
Lyndhurst Rd., Christchurch, Hants. Tel. 1661. (1976)

MAYFAIR GARAGES, Ltd.—Particularly good cash
buyers of all models M.G.; telephone or write for
buyers to call—Mayfair Garage, Ltd., Balderton Street
opp. Selfridge's clock, Mayfair, W.1. Mayfair 3104-5.

M.G. Spares and Service

M.G. spares—New valves, rockers, bushes,
shafts, road springs and wheels, axles, luggage
grids, J 2 and P windows, cycle type wings, cylinder
head spacers. Reconditioning service; crankshafts,
camshafts, rockers, vertical drives; 2-litre A.B. model,
complete engine and gearbox available; expert and
courteous service.

V. W. DERRINGTON, Ltd., 159-161, London Rd.,
V. Kingston, Tel. 5621-2. (10171)

M.G. spares, most parts in stock for all models, 1950
and onwards, including valves, rockers, bushes, shafts,
bushes, shafts, etc., replacement camshafts, rockers,
dynamos, road springs, wheels, hubs, vertical drive
assemblies, prompt postal service c.o.d. and guarantee
workmanship in all our repairs—A. E. Witham, Queens
Garage, Queens Rd., Wimbledon (Sutton), S.W.19
Liberty 8083. (10433)

TOULMIN MOTORS specialise in M.G. and M.G. cars
reconditioned engines in stock for types 8, 4 and 1½,
and N. Magnette, exchange service dynamos, starters,
crankshafts with gears, complete gear boxes, vertical
drives, V.D. sleeves, rockers, rocker bushes, rocker
shafts, valves, guides, springs and gasket sets with full
range of M.G. accessories available; we specialise in
racing spares.

W. H. H. or phone Toulmin Motors, 54, Staines Rd.,
W. Hounslow, Middlesex. Tel. Hounslow 2235 and
8456. (10349)

MORGAN

OVERSEAS CAR, Ltd.,
1950 Morgan road head coupe, red/black, mileage
4,781, perfect condition throughout; 6775.
OVERSEAS CAR, Ltd., 122, Brompton Rd., Knights-
bridge, S.W.1. Tel. Kensington 7475. (10301)

3325—1951 Morgan 4/4 two-seater, resprayed
black, excellent condition—Brambrooks, 25,
Monkwell Rd., Exeter. (12767)

1949 Morgan 4/4 10hp coupe, nearly new, low
mileage, black, windows, guide car sun-roof
first-class order, reconditioned March 1952; 6625;
Atkinson, 4, Granville Terrace, Olney, Yorks. (1904)

645—Morgans—Morgan 4/4, 1950 10hp drop head coupe,
cream, black leather, two spare wheels, de-
meter, one owner, small mileage, exceptional con-
dition, terms, cash, delivery, good condition.

495—Morgans—Morgan 4/4, 1948, 10hp sports 4-seater,
leather, green leather, excellent condition, good
terms, exchanges, list; open 9-7 week-days and Sat-
urdays—Rowland Smith, Hamstead (Hamstead Tube),
Hamstead 6041. (10105)

1948 Morgan 4/4 coupe, exceptional condition,
never been fully extended, low mileage,
latest hydraulic shock absorbers, twin tone horns,
de-luxer, etc., delightful car, taxed year—11, Emerson
Ave., Middlebrook 5059 after 6. (12328)

Morgan Cars Wanted

ROWLAND SMITH'S, the Morgan buyers—Hamstead
High St. (Hamstead Tube), Ham. 6041. (10946)

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist, service and
repairs—Basil Roy, Ltd., 161, Gt. Portland St.,
W.1. Lanceland 7735. (10514)

MORGANS—A. available spares in stock—F. H.
Douglas, Morgan Specialist, 14, South Ealing Rd.,
Ealing, W.5. Ealing 0570. (10728)

MORRIS MINOR

CAR MART, Ltd.,
1950 Morris Minor tourer 8,000 miles; 4750—Car
Mart, Ltd., 350, Euston Rd., N.W.1. Euston 1212.
(10139)

SIMPSON'S MOTORS offer:—
1949 Morris Minor, black, beige interior, excellent
condition.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American
Car Specialists), Tel. Wembley 8691/5003. (104015)

H. A. SAUNDERS, Ltd., offer:—
1950 Morris Minor saloon, grey with beige leather
upholstery, 9,500 miles; 4500.
842, High Rd., N.12. Hildate 0024. (10207)

WARWICK WRIGHT, Ltd., offer:—
1950 Morris Minor saloon, green, beige leather,
8,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.
Mayfair 3700. (10405)

C.M.T. CAR SALES (Pty. 6623) offer:—
1949 Morris Minor black low mileage, as new
condition; 4750.
3 months' guarantee, attractive terms, list—Swiss
Cottage, Finchley Rd., N.W.3. (10101)

1950 Morris Minor saloon, small mileage,
as new.
Series Morris Minor saloon, small mileage,
as new.
EVANS & O'MALLEY, Ltd., Lowndes Square, Knights-
bridge, S.W.1. Sloane 1708, 1355. (1068)

MORRIS MINOR

1950 Morris Minor saloon, grey, small mileage, as
new; 4775—London, Royal, Herts. 1147
Morris Minor tourer, 3,000 miles, perfect—
74, Edward Ave., Braunstone, Leicester. (10996)

1949 Morris Minor saloon, 19,000 miles, heater,
exceptional; 6685—Grays, Quilford 2085.
Tel. 1322. (10178)

MORRIS Minor 1949 saloon, green, excellent con-
dition, low mileage, taxed and insured—Davis
Vic. 3600. (12056)

1950 Morris Minor saloon 10,000 miles, immacu-
late; 6335—Hendon Central Garage, Hen-
don. (10354)

MORRIS Minor saloon, very latest type, 11,000 miles,
6795—John Gray, 20, Hermitage Lane, N.W.2
(Feb.) Morris Minor saloon, black/beige, one
owner, taxed for year, 15,500 miles, heater,
speed, 1240. (10202)

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2.
Temple Bar 2850. (10029)

1950 Morris Minor 8hp tourer, 16,000 only, excel-
lent car; 6695—343, King St., Ham-
mer-smith, W.6. (10351)

1949 Morris Minor, 16,000 miles, radio; 6695—
J. J. Morley, Ltd., 54, Stretton Rd.,
S.W.2. Tulse Hill 4468. (10946)

MORRIS Minor tourer, first registered October, 1949,
under 10,000 miles, taxed December, extra, excel-
lent condition; 6730—Bus 6943. (12418)

1949 Morris Minor saloon, 6,000 miles—British &
Colonial Motor Co., Ltd., 2, Dover St., May's
Lane, W.C.2. Temple Bar 3588. (10107)

1950 Morris Minor saloon, grey, 12,000 miles,
Karlson covers; 6325—Murphy, 8,
Thames St., Grimsby, Tel. 2991. (10664)

1950 Morris Minor saloon, black/cream; 6750—
Bells Service Garages, 144, London Rd.,
Kingston-on-Thames. Kingston 1165. (10106)

1949 Morris Minor saloon, maroon, one owner, im-
maculate condition; 6655—Peter Guest
Bros., Ltd., 41/29, (12462)

MORRIS Minor saloon, registered, 1950, one owner,
11,200 miles, carefully driven—Hopper, 18 Park
Way, Willesden, Kent, Springpark 5104. (12336)

1950 Morris Minor saloon, radio, heater, maroon,
small mileage, taxed, brake shoes, vertical
drive, V.D. drive, N.W.11. Meadow 2268. (10301)

1950 model Morris Minor tourer, splendid con-
dition, spare unused, 6665 Bruns, France,
sals, Cromwell, South Kensington, P.A. 0513. (12014)

1949 (Oct.) Morris Minor saloon, grey, 12,000
miles, careful miles, car as new inside and out;
6775 or offer no dealers—50, Crickes Rd., Oxford.
(12563)

1950 Morris Minor saloon, green, good condi-
tion; 6750, exchange, larger car—
Hornsey, 75, London Rd., Hendon, Oxford 6569.
(10106)

695—Morris Minor, April, 1950 tourer. Remain
green, small mileage, unused tyres, practically
new condition, taxed, terms, exchanges, Rowland
Smith below:

795—Morgan Minor, September, 1950, saloon,
1950, fawn, heater, many extras, one careful owner,
7,500 miles original spare unused, almost new condition,
taxed, terms, exchanges, list, open 9-7 week-days and
Saturdays—Rowland Smith, Hamstead (Hamstead
Tube), Hamstead 6041. (10105)

1949 (March) Morris Minor saloon, maroon, one
owner, ex-property of Embassy official which
has been fastidiously maintained; offered for sale at
attractive price of 6,000, terms and exchanges—Arjuna
Motors, Ltd., 46/48, London Rd., Romford, Essex. (12334)

TANKARD & SMITH, Ltd., offer 1950 model Morris
Minor open 4-seater, in blue with beige leather
interior, 17,000 miles, list, open 9-7 week-days and
Saturdays—Rowland Smith, Hamstead (Hamstead
Tube), Hamstead 6041. (10105)

1950 Morris Minor saloon, green, beige leather,
8,000 miles, list, open 9-7 week-days and Sat-
urdays—Rowland Smith, Hamstead (Hamstead
Tube), Hamstead 6041. (10105)

1949 Morris Minor saloon, green, beige leather,
8,000 miles, list, open 9-7 week-days and Sat-
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Tube), Hamstead 6041. (10105)

1948 Morris Minor saloon, green, beige leather,
8,000 miles, list, open 9-7 week-days and Sat-
urdays—Rowland Smith, Hamstead (Hamstead
Tube), Hamstead 6041. (10105)

1947 Morris Minor saloon, green, beige leather,
8,000 miles, list, open 9-7 week-days and Sat-
urdays—Rowland Smith, Hamstead (Hamstead
Tube), Hamstead 6041. (10105)

1946 Morris Minor saloon, green, beige leather,
8,000 miles, list, open 9-7 week-days and Sat-
urdays—Rowland Smith, Hamstead (Hamstead
Tube), Hamstead 6041. (10105)

1945 Morris Minor saloon, green, beige leather,
8,000 miles, list, open 9-7 week-days and Sat-
urdays—Rowland Smith, Hamstead (Hamstead
Tube), Hamstead 6041. (10105)

1944 Morris Minor saloon, green, beige leather,
8,000 miles, list, open 9-7 week-days and Sat-
urdays—Rowland Smith, Hamstead (Hamstead
Tube), Hamstead 6041. (10105)

1943 Morris Minor saloon, green, beige leather,
8,000 miles, list, open 9-7 week-days and Sat-
urdays—Rowland Smith, Hamstead (Hamstead
Tube), Hamstead 6041. (10105)

1942 Morris Minor saloon, green, beige leather,
8,000 miles, list, open 9-7 week-days and Sat-
urdays—Rowland Smith, Hamstead (Hamstead
Tube), Hamstead 6041. (10105)

1941 Morris Minor saloon, green, beige leather,
8,000 miles, list, open 9-7 week-days and Sat-
urdays—Rowland Smith, Hamstead (Hamstead
Tube), Hamstead 6041. (10105)

1940 Morris Minor saloon, green, beige leather,
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1939 Morris Minor saloon, green, beige leather,
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1938 Morris Minor saloon, green, beige leather,
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1937 Morris Minor saloon, green, beige leather,
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1936 Morris Minor saloon, green, beige leather,
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1935 Morris Minor saloon, green, beige leather,
8,000 miles, list, open 9-7 week-days and Sat-
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1934 Morris Minor saloon, green, beige leather,
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Tube), Hamstead 6041. (10105)

1933 Morris Minor saloon, green, beige leather,
8,000 miles, list, open 9-7 week-days and Sat-
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Tube), Hamstead 6041. (10105)

1932 Morris Minor saloon, green, beige leather,
8,000 miles, list, open 9-7 week-days and Sat-
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Tube), Hamstead 6041. (10105)

1931 Morris Minor saloon, green, beige leather,
8,000 miles, list, open 9-7 week-days and Sat-
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1930 Morris Minor saloon, green, beige leather,
8,000 miles, list, open 9-7 week-days and Sat-
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Tube), Hamstead 6041. (10105)

1929 Morris Minor saloon, green, beige leather,
8,000 miles, list, open 9-7 week-days and Sat-
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1928 Morris Minor saloon, green, beige leather,
8,000 miles, list, open 9-7 week-days and Sat-
urdays—Rowland Smith, Hamstead (Hamstead
Tube), Hamstead 6041. (10105)

1927 Morris Minor saloon, green, beige leather,
8,000 miles, list, open 9-7 week-days and Sat-
urdays—Rowland Smith, Hamstead (Hamstead
Tube), Hamstead 6041. (10105)

179—1936 Morris 8 4-door saloon—Autonews 3,
Bulham Hill Rd., Bulham 1500. (10105)

1938 Morris 8 saloon, taxed, 4645; also 1359,
taxed, at 4350—Roya Autos, Euston 3700.
(10105)

1939 Morris 8 saloon, completely reconditioned;
4380—13, Stockbridge Gdns, Chiswick. (10446)

1939 Morris 8, one owner, excellent condition,
new engine, 2-door, sunshine roof; 4395.
Bus 6947. (12472)

1948 Morris 8 4-door saloon, excellent condition,
4645—J. F. Dove, Ltd., Quilford Rd.,
Woking, Tel. 1934. (10170)

1937 4-door saloon, works reconditioned engine,
5,500 miles, many extras; 4550s, no dealers.
Tel. Hertford 2625. (12383)

1947 Morris 8 de luxe saloon, black, excellent con-
dition, moderate, modern; 4545—340, Kild
St., Hammersmith, Riv. 2857-8. (10301)

1938 Morris 8 saloon, sun roof; 6270—Smith and
Sons, 5, New Bond St., London, W.1. Tel. Western 2312. (10419)

1947 Morris 8 four-door saloon, immaculate con-
dition, one owner, 5,500 miles, fine line
Walham Abbey, Ltd. Walham Green 2275. (12332)

1935 Morris 8 saloon, 3,000 miles, works reconditioned;
4225-60. (12540)

1947 Morris 8 saloon, 3,000 miles, works reconditioned;
4225-60. (12540)

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4225-60. (12540)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

C. & S. MOTORS offer:—

1938 model Morris 10 saloon, £229 or £288 deposit—Dudden Hill Lane, Netherham, Olden—phone 8025-6. (C1064)

CLANFIELD LAWRENCE offer:—

1947 Morris 10 saloon, black, 31,000 miles, engine reconditioned, exceptional condition; £2655—407, High Rd., N.E. Finchley 0091. (C2055)

1948 Morris 10 saloon, one owner, almost as new, guaranteed; £775. G. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Ken. 2241. (C1053)

1946 Morris 10 saloon de luxe, black, exceptional condition; £525. MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd. N.W.9, Col. 5082. (C1004)

1947 Morris 10 saloon, black, brown interior, excellent condition, highly recommended; £725. R. ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15, Tel. 4581. (1994)

1937 Morris 10, improved, brakes clutch reined, excellent condition; £520—Box 959, 12345 R. 4.15, Tel. 4581. (1994)

1939 Morris 10, good, clean condition; £400. Belmont Motors, Ltd., Belmont Rd., S. 11. (C1000)

1948 Morris 10 saloon, excellent condition, mileage 30,000, any trial; £700—Gre. 24 Netherham, Ken. 4621. (1287)

1947 Morris 10 saloon, black, heater, taxed year, £615, 0.9.0.—Gre. 24 Netherham, Ken. 4621. (1287)

1948 Morris 10 saloon, black, heater, one owner, since new, £695—Kings Motors, High St., Hounslow, Tel. 3552. (C3049)

1940 Morris 10 saloon, black, 2420—Smith and Hunter, Ltd., 576, Kensington High St., London, N.14, Tel. 4924. (C1003)

1937 Morris 10 saloon, black, reconditioned engine, perfect condition; £325—M.B. Motors, 336, New Cross Rd., London, S.E.4, Tidesway 3779. (C3010)

1936 Morris 10 fixed head coupe, new as the day, one owner since new, excellent condition, nearest to £330 secure—Tel. Tottenham 4444. (1256)

1948 Morris 10 saloon, green, brown, excellent condition throughout—Gerry Browne Motors, 55-57, South Edwards Square, London, W.8. Western 4551. Trade only. (C1003)

1939 (Nov.) Morris 10 saloon, black, in immaculate condition and very good running order; any trial, Edgware Court Motors, High St., Wembley, Arnold 5221-2. (C4050)

1947 (Aug.) Morris 10 saloon, one owner, fitted new tyres, new front and springs, taxed to Dec. 31st; £635—Dalston Motors, 517, Kingsland Rd., Dalston, E.8. Clissold 4444. (C1066)

MARBLE ARCH MOTORS SUPPLIES, Ltd., High St., W. Watford, offer 1939 Morris 10 saloon, a guaranteed reconditioned engine just fitted, also new Radiator & S.A. etc. black with chrome and red seat covers, an excellent car throughout; £480; terms of exchange. Tel. Watford 4891. (C1003)

NAYLOR & ROOT, Ltd.—1948 Morris 10 saloon, black, brown hide upholstery, 14,000 miles, perfect condition, taxed year; £695, six months' guarantee, choice of 250 quality cars; demonstrations within 100 miles; terms available—22, Hill Rd., S.W.16, Batt. 5072. Open 9-5 each week-day including Saturday. (C1003)

£765—Only one description can be applied to this car which is a 1948 June Morris 10 de luxe saloon, complete new as the day it left the factory; compare with any other one offered; 1 month's guarantee; 1000 miles; 1000 hours of Harrow, 166-194, Pinner Rd., Harrow 4484. (C3625)

Morris Ten Cars Wanted
ROWLAND SMITH'S, The Morris buyers—Hamstead Rd. High St. (Hamstead Tube), Ham. 6041. (1097)

WANTED—1948 Morris 10 saloon, black, 1000 miles, 1000 hours of Harrow, 166-194, Pinner Rd., Harrow 4484. (C3625)

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MORRIS OXFORD

1950 Morris Oxford saloon, heater, 10,000 miles, £1,045—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (C1039)

CIVIL SHEPHERD offer:—

1975—Morris Oxford (Nov. 1950), 11,000 miles, black, brown, heater, taxed, unmarked—Cyril Sheppard, 102, Kings Rd., Reading 2712. (2455)

H. A. SAUNDERS, Ltd., offer:—

1949 Morris Oxford saloon, green with beige upholstery, 14,000 miles; £675. 642, High Rd., N.E.11, Mileside 0024. (C2027)

CLANFIELD LAWRENCE offer:—

1949 Morris Oxford saloon, grey, 14,000 miles only, magnificent throughout; £525—407 High Rd., N.E.11, Finchley 0091. (C2055)

1949 Morris Oxford, maroon, taxed '52; £765. ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., Paddington, W.2. Paddington 0289. (C2053)

MORRIS OXFORD 1949, one owner, 20,000, worth £695; bargain, £775—278, Chatter Rd., Castle Bromwich, W.16. (1289)

1949 Morris Oxford, 16,000 miles, maroon, beige upholstery, unused since October 1949—5000, Box 8856. (1294)

1950 Morris Oxford saloon, grey, leather, heater, radio, 3,600 miles, one owner, immaculate; £1,095. (Nov.) Morris Oxford saloon, maroon, leather upholstery, one owner; £635. W. J. BROWN, Ltd., established over 30 years. (1294)

339 Finchley Rd., N.W.3, Hamstead 4424. (2229)

1949 Morris Oxford saloon, beige leather, 22,000 miles, excellent condition; £910—John Tinsdale, 4, Esher Rd., Epsom, Surrey. (C1065)

1950 Morris Oxford saloon, fawn, low mileage, perfect; £695—John Gray, 20, Hemel Hempstead, Herts. (C1065)

1950 Morris Oxford delivered Aug. 1949, 11,000 miles, heater, licensed, as new; £945 or £1,045—John Gray, 20, Hemel Hempstead, Herts. (C1065)

1950 (May) Morris Oxford, black, taxed year, unused spare, immaculate condition; £990—25, Milton Court, High Wycombe, Bucks. (C1065)

1949 Morris Oxford, fitted heater, covers 2 spot light screen spray, etc.; £685—JOHN CAMPBELL MOTORS, 415, Hounslow Rd., North 4441. (C1065)

1950 Morris Oxford, black, brown, H.M.V. radio, heater, immaculate; £1,050—J. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11, Speedwell 0011. (C1065)

1949 Morris Oxford saloon, maroon, beige leather, one owner, fitted heater, speedometer, 10,000, excellent condition throughout; £645—JOHN CAMPBELL MOTORS, 415, Hounslow Rd., North 4441. (C1065)

1950 Morris Oxford, black, brown, H.M.V. radio, heater, immaculate; £1,050—J. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11, Speedwell 0011. (C1065)

1949 Morris Oxford saloon, first registered 5.4.50, finished maroon with maroon leather upholstery, one owner, fitted heater, in immaculate condition; £645—472-480, Lordship Lane, London, N.17. (1713)

1949 Morris Oxford, maroon/beige, 21,500 miles, heater with demistage, and air conditioning, hotbox spotlight, reversing light, etc., immaculate condition, reason for sale, new car arrived; first £785 secure—Weybeck, 140, Luton Rd., Toddington, Dunstable, Beds. (1256)

NAYLOR & ROOT, Ltd.—1950 Morris Oxford saloon, green, 15,000 miles, unblemished, thoroughly recommended; £675, six months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available—22, Hill Rd., S.W.16, Batt. 5072. Open 9-5 each week-day including Saturday. (C1003)

MORRIS OXFORD CARS WANTED

C. & S. MOTORS offer:—
THE CAR MART, Ltd., wish to purchase Morris Oxford cars—150, Park Lane, W.1. Grosvenor 3434. (1017)

WANTED—1948 Morris 10 saloon, black, 1000 miles, 1000 hours of Harrow, 166-194, Pinner Rd., Harrow 4484. (C3625)

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MORRIS SIX
MORRIS SIX 1950 black saloon, brown upholstery, 7,500 miles, condition as new—Apply, L. Draper, Quatt Garage, Bridgehead, Sale, Tel. Quatt 244, 1206

1950 Morris Six saloon, first registered 9.2.50, finished grey with brown leather upholstery, in immaculate condition throughout; £1,075. ARTHUR MULLINER, Ltd., Bridge St., Northampton, Tel. 507. (C5019)

OPPORTUNITY—1950 (July) Morris Six de luxe saloon, fitted heater, one owner, in superb condition throughout, at bargain figure, £975—A.E. Motors, Palmerston Rd., N.W.6, Mal. 4723. (C1011)

TANKARD & SMITH, Ltd. offer the choice of many Morris Six, 1948 and 1949, from their vast stock of over 200 used cars, all subject to three month written guarantee—195, King's Rd., S.W.3, Tel. Fax. 4501-3. (1079)

Morris Six Cars Wanted
THE CAR MART, Ltd., wish to purchase Morris Six cars—150, Park Lane, W.1. Grosvenor 3434. (1017)

TANKARD & SMITH, Ltd. offer the choice of many Morris Six, 1948 and 1949, from their vast stock of over 200 used cars, all subject to three month written guarantee—195, King's Rd., S.W.3, Tel. Fax. 4501-3. (1079)

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Morris Six Cars Wanted
THE CAR MART, Ltd., wish to purchase Morris Six cars—150, Park Lane, W.1. Grosvenor 3434. (1017)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PACKARD

JOE THOMPSON (MOTORS), Ltd. offer:—

A LATE model Packard 4-door saloon, colour blue, registered April, 1950.
1938 Packard 4-door limousine, one private owner, new tyres, £750.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins), Ken. 4552.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 5400.

PACKARD super eight drop head coupe, Series 15, 1937, genuine mileage 46,000—Canton Garage, Norwich, 23885.

1937 (July) Packard 4-door saloon, black, one owner, serviced by makers since new, £425.—King's Motors, 1, High St., Hounslow, Tel. 2552.

1937 Packard 120 limousine with division and face-forward occasional, one owner, faultless condition in every respect; 3 months' guarantee; £775.

C & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3, Finchley 6236 (5 lines).

PACKARD Model 190, 27.5hp, 1936 series, de luxe saloon, black, with cloth interior, one owner since new, laid up during war years, reasonable mileage and in exceptional condition in every way, reasonable offer considered.

GODFREY HOUGHTON, Ltd., City Rd., Chester, 12050.

OFFERS approaching £500 are invited for a model 115 drop head coupe, this car, works reconditioned and maintained, rechromed and revalued metal even in its first-class mechanical condition and of outstanding appearance, reasonable offers available, A.C.R.C. inspection welcomed.—Pervale 4542.

PERVALE 4542.

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RACING CARS

R. J. SHANKS & Co., Ltd. (Est. 1897), offer:—

MASERATI 1½-litre 6-cyl racing car, very little used and carefully stored by us, in excellent condition; offered at the ridiculously low figure of £395.

BAKER ST., Wehrside, Surrey. Tel. Wey. 117.

HARPER—Cooper 500cc J.A.P. complete with trailer, £225.—2, Waters Rd., Hamel Hempstead, Herts. Tel. Royston 124.

1950 Cooper, fitted 500cc 4-stud J.A.P. engine, 100% racing condition, spare parts, etc. £275 or exchange small modern van.—S. Parsons, 51m High Rd., Wisbech.

COOPE'S GARAGE (SURREY), Ltd., 41, Surbiton, C. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,000cc formula racing cars.

H. W.M. 1951 team car for immediate delivery, this car, which had many successes during last season in the hands of Stirling Moss, has been thoroughly overhauled, reconditioned and repaired, complete with valves, carburetors and ready for immediate racing.

H. W. MOTORS, Ltd., Walton-on-Thames 2404-5-6.

RAILTON

MAJOR J. P. BARBER, 65, Linden Gardens, W.3. Tel. Bayswater 6735; all models available and wanted.

RAILTON 25hp 1950 saloon, 46,000 miles, reconditioned and tuned, run at cost £217, immaculate; £450.

Outran, 63, High St., Sevenoaks 3568.

NOTE selection of Ration cars; also all spares.—26, b, Belgrave Rd., S.W.1. Victoria 5285.

CASH immediately for good Ration.—H. F. Edwards, 2, Upper High St., Epsom 9400.

RAILTON Cobham, late model rep. must be immaculate and reasonable.—Box 5945.

RAILTON 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 2681, 2682, 2683, 2684, 2685, 2686, 2687, 2688, 2689, 2690, 2691, 2692, 2693, 2694, 2695, 2696, 2697, 2698, 2699, 2700, 2701, 2702, 2703, 2704, 2705, 2706, 2707, 2708, 2709, 2710, 2711, 2712, 2713, 2714, 2715, 2716, 2717, 2718, 2719, 2720, 2721, 2722, 2723, 2724, 2725, 2726, 2727, 2728, 2729, 2730, 2731, 2732, 2733, 2734, 2735, 2736, 2737, 2738, 2739, 2740, 2741, 2742, 2743, 2744, 2745, 2746, 2747, 2748, 2749, 2750, 2751, 2752, 2753, 2754, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 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Square, Kidderminster. 1119

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- 1940** Rover 16 saloon, very carefully used and in original condition inside and out, black with brown leather upholstery. £745.—Pantiles Service Garage, London Rd., Guildford 5326. (C5055)
- 1939** (June) Rover 16 sports saloon, black, trim immaculate condition throughout; 2655; exchangers; best purchase—B. & H. Motors, 1404-6, High Rd., Whitehouse (Finchley), London, N20-9. Hillside 6671-2. (C1020)
- 1938** Rover 16 saloon, in splendid condition throughout, absolutely faultless performance and a delightful car to drive, black with brown leather upholstery. £650.—Pantiles Service Garage, London Rd., Guildford 5326. (C5055)
- 795** gns.—Rover 16, 1946, de luxe saloon, black, sliding head, brown leather, heater, new tyres, carefully used, excellent condition; terms, exchangers; best open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)
- £795** £ Dear but worth it, 1939 (but looks and runs like 1940) Rover 15hp fitted special 4-3-seater drop head coupe bodywork; this vehicle is magnificent, having had over 1500 recently spent on it, including complete new leather interior in powder blue, a delightful car in delightful condition; choice of 6 other Rovers. (C5055)
- L** AMBS of Wood Green, Finchley Showrooms 421, High Rd., Finchley, N.12, Pn. 6221. (C2052)
- ROVER 65 & 75**
- G** ARAGE SERVICE CO., Ltd., always have two or three good Rovers in stock, including at present, one 1946 Rover 20 sports saloon at £325. (C2019)
- G** ARAGE SERVICE CO., Ltd., Hoop Lane, Golders Green, N.W.11 8. (C2019)
- R. F. FUGGLE, Ltd.**
- 1950** Rover P4 75, mileage 3,000, fitted with all accessories, in every way equal to new; £2,200. (C2017)
- R. F. FUGGLE, Ltd., Bushey Heath, Herts, Tel. 1605.**
- TICKFORD, Ltd., offer:—**
- 1949** (Dec.) Rover P4 saloon, speedo reading 9,000, green, grey leather, H.M.V. radio, one owner. (C2017)
- 1948** Rover "75" sports saloon, speedo reading 10,000 miles, green, green leather, radio, heater as new. (C2017)
- 1948** Rover "60" saloon, black, grey leather, speedo reading 24,000 miles, heater, 1 owner, ex. cond. (C2017)
- 1948** Rover "60" saloon, black, green leather, radio, heater, speedo reading 19,000 miles, ex. cond. (C2017)
- 8** Upper St. Martin's Lane, W.C.2. Temple Bar 3335. (C4028)
- TOM GARNER, Ltd., offer:—**
- 1950** Rover "75" P4 saloon, pastel blue with blue upholstery, radio and heater, 8,000 miles only. (C2020)
- TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. (C2020)**
- CHARLES FOLLETT, Ltd., offer:—**
- 1948** Rover 75 6-light saloon, grey, blue leather, one owner; 16,000 miles; a genuine and carefully maintained car. £1,295. (C2010)
- 18** Berkley St., W.1, May 6266.
- S** ERVICE Works and Stores, Barnsdale Yard, off Eglon Ave., W.1, Cunningham 556-8. (C2010)
- W** ARWICK WRIGHT, Ltd., offer:—
- 1950** Rover 75 P4 saloon, black, red leather, heater, 9,000 miles. (C4045)
- W** ARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9701.
- GUY SALMON AUTOMOBILES, offer:—**
- 1948** Rover 75 saloon, excellent condition; £1,275.—Portsmouth Rd., Thames Ditton, Esherbrook 3551-2. (C4024)
- G** ORDON CARS (LONDON), Ltd.—1949 Rover 6 saloon; £1,275. (C4024)
- G** ORDON House, 373, Euston Rd., London, N.W.1. Euston 5611. (C2003)
- 1950** Rover P4 saloon, black with red leather, 6,000 miles, one careful owner; £1,895. (C2003)
- H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester, Tel. 3360. (C4005)**
- ROVER 75 P4 saloon, black, Nov. 5,000 miles, 18** faultless, original owner asks offers over £1,800.—Box 8527. (C2012)
- ROVER P4, June 1950, superb condition, 15,000 miles; £1,550 or best offer.—W. T. Gilbert, 110, Old Broad St. E.C.2. (C2162)**
- 1948** Rover 75, black, green leather, speedo condition throughout; £1,275.—Odeon Motors, Ltd., Barnet 4100. (C2012)
- 1950** Rover 75 P4 saloon, black with grey upholstery, 13,000 miles, as new; £1,850.—Cole & Evans, Bath 570. (C2012)
- 1948** Rover 60 saloon, green, mileage 20,000 miles, excellent condition; £1,050.—A. Parker & Son, 215, Edward St., Nuneaton, 3339. (C2012)
- 1948** Rover 60 4-light sports saloon, 20,000 miles, black with grey leather, one owner, immaculate condition; £1,150 or offers.—Box 6892. (C2012)
- 1948** Rover 75 4-light sports saloon, 19,000 miles, black with grey leather, one owner, immaculate condition; £1,150 or offers.—Box 6892. (C2012)
- 1949** Rover 75 4-light sports saloon, beautiful condition, taxed. £1,395.—Bruce Fraser & Co., Cromwell Mews, South Kensington, 7185. (C2014)
- JUNE 1948** Rover 75, fawn, radio, heater, 35,000 miles, excellent condition, original owner selling; best offer over £1,000.—Lancaster, Ann Hill, Cockermouth, 7185. (C2014)
- 1950** Rover P4 saloon, 9,354 miles, black with blue upholstery, radio, heater, 35,000 miles, one of two new cars.—London House Motors, Burnham-on-Sa. Tel. 367. (C2014)
- 1950** Rover 75 34 saloon, dark green and grey leather upholstery, fitted H.M.V. push-button radio, black covers, low mileage, one owner, immaculate condition; £1,750. (C1036)
- JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7, North 4441. (C1036)**
- 1950** (July) Rover 75, over 5,000 miles, new condition, one owner, light green, radio, heater, black covers, 18000, etc. £1,500.—Blaxford, 20, Danon Rd., Bexleyheath, Tel. 2187. (C154)
- 1948** Rover 75 black saloon (red leather), first on road April, 1949, 26,000 miles, superb condition; £1,250 or very near.—Philip Bradford (original owner), 47, Hendford Hill, Weymouth, 1696. (C1036)
- 1950** (December) Rover P4 saloon, dark green, with grey leather, low mileage, heater, condition as new throughout, taxed; £1,850.—Iron Bridge Service Dept., South Rd., Southall, Middlesex, Southall 2655. (C248)
- OFFERED by:—**
- EVANS (WIMBLEDON), Ltd.—A selection of high L grade used Land-Rovers with 3 months' specific guarantee—Evans (Wimbledon) Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163-4. (C1140)**
- HARVEY HUDSON, Ltd.**
- 1950** Land-Rover, 10,900 miles, detachable station wagon type body, high standard bench type Dunlop front seat, large headlamps, good car type tyre, spare unused, paintwork unmarked. (C2039)
- 1949** Land-Rover, 14,000 miles, carefully used, in excellent condition. (C2039)
- 1949** Land-Rover, the finest stock of re-conditioned, guaranteed Land-Rovers and ancillary equipment in the country. (C2039)
- HARVEY HUDSON, Ltd., the Land-Rover Specialists, South Woodford, E.18, Westwood 0056. (C2039)**
- 1950** Land-Rover, in excellent condition; £600. (C2039)
- BREW BROTHERS, Ltd., 135, Old Brompton Rd., S.W.7, Ken 3465. (C2039)**
- LAND-ROVER, 1949, green, 14,000 miles; £565. (C2039)**
- 1949** Land-Rover, 14,000 miles, carefully used, in excellent condition. (C2039)
- LAND-ROVER, low mileage, as new: £525.—Boys Autos, Euston 7700. (C3069)**
- 1950** Land-Rover, 14,000 miles, on clean roads only, condition like new.—Details from Sanders & Holmes, Ltd., London Rd., Tel. 4177 Derby. (C2293)
- LAND-ROVER 1949 for sale, having done 41,000 miles, no late work, good mechanical condition, inspection welcomed.—Clement Dalley & Co., Ltd., Market Square, Epsom 881. (C2039)**
- 1949** Land-Rover, excellent condition throughout, out, low mileage, several extras, including luggage attachment for horse box. £585.—2006 Garage, Maidstone, Maidstone 3591. (C2039)
- Land-Rover Cars Wanted**
- HARVEY HUDSON, Ltd., the Land-Rover Specialists, wish to buy Land-Rovers.—South Woodford, E.18, Westwood 0056. (W2039)**
- ROVER MISCELLANEOUS**
- HENLY'S, Ltd.**
- ENGLAND'S Largest Rover Distributors.**
- DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297.)**
- HENLY House, 385, Euston Rd., N.W.1. (Euston 2297.)**
- DEPOTS at:—**
- MANCHESTER (Blackfriars 7843).**
- BRISTOL (Bristol 21326).**
- BOURNEMOUTH (Bournemouth 6314).**
- NORTHAMPTON (Northampton 907).**
- CAMBERLEY (Camberley 77).**
- HOUNSLOW (Hounslow 3454).**
- FINCHLEY (Finchley 081).**
- GREAT WEST Road (Ealing 3477).**
- GAMDEN TOWN SERVICE STATION (Guliver 4141).**
- HENLY'S, Ltd., England's Leading Motor Agents. (C2003)**
- BEARDS, of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 3548. (C2003)**
- R. P. POWELL MOTORS, Ltd., for Rover cars.—East London Area Dealers, 321, Romford Rd., Romford, E.10, 4481-9. (C2003)**
- 1939** Rover 6-light saloon, grey, blue leather, 9,000 miles only since complete engine and chassis overhaul; must be tried to be appreciated; £255. (C2014)
- PETER BANTOCK CAR SALES, 104, High Rd., W.1, Chiswick 5875. (C2014)**
- Rover Miscellaneous Cars Wanted**
- THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3454. (C0971)**
- HENLY'S, Ltd.**
- ENGLAND'S Largest Rover Distributors.**
- DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297.)**
- HENLY House, 385, Euston Rd., N.W.1. (Euston 2297.)**
- GREAT WEST Road (Ealing 3477).**
- GAMDEN TOWN SERVICE STATION (Guliver 4141).**
- HENLY'S, Ltd., England's Leading Motor Agents. (C2003)**
- ROWLAND SMITH'S.**
- ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (C0965)**
- COOMBS & SONS (GUILDFORD), Ltd., 10, South Rd., Guildford, Tel. 6307. (C0965)**
- URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—100, South Rd., Guildford, Tel. 6307. (C0965)**
- ASR interested for good Rover.—H. F. Edwards, 28, Upper High St., Epsom 881. (W2001)**
- 8 new post-war Rover required.—Fortune 5, 3, Bree Court, Kingston Hill, Surrey. Tulse Hill 1288 (day).**

- Rover Miscellaneous Cars Wanted**
- A** LBONA, of Barking, purchase for cash post-war Rover cars.—107, Longbridge Rd., Barking, Tel. Rippers 1455. (C0965)
- B** LAKES, Rover agents, will purchase any non-conformist Rover, West End 88, Liverpool 1. Tel. Royal 6622. (C0965)
- TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3335, will purchase low mileage post-war Rover cars. (C2012)**
- C** ASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75, distance also subject.—Huttons, Lord St., Southampton, Tel. 2292. (C0965)
- L** ABBETT FARNHAM, Ltd., would appreciate the offer of a your Rover if wishing to sell.—73, Hanningham Lane, Bradford, Tel. 2881-6. (C0915)
- M** OTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., Finchley Station, N.2, Tel. 2301-3. (C0909)
- C** AMDEN MOTORS urgently require good 1947-48 Rover 10 and 12hp saloons also 1946/1947 14hp and Rover 75; particulars and price required to:—CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds, Tel. 2041 (3 lines). (W105)
- DAVID ROSENFIELD, Ltd., Rover distributors, are anxious to buy small mile put-off-covenant Rovers.—76, Denagate, Manchester, Tel. Denagate 5455. (C0554)**
- Rover Spares and Service**
- D** ISMANTLING modern new saloons.—MOTOMOTIV, Welshpool, Tel. Cwenty 480. (C0455)
- LEATHWOOD'S GARAGES, Ltd., 205, St. James's Rd., Grosvenor 730. (C0455)**
- L** H PARK MOTORS, Ltd., Datchet, specialise in Buick, Rover distributors for spares and special service. Tel. Datchet 51. (C0047)
- R. P. POWELL MOTORS, Ltd., East London Area Dealers for Rover sales, service and spares.—321, Romford Rd., Romford, E.10, 4481-9. (C2003)**
- DAVID ROSENFIELD, Ltd., Rover Distributors available.—Chesterman Hill Rd., Manchester, 6. (C0555)**
- Blackfriars 2302.**
- SINGER**
- WARWICK WRIGHT, Ltd., offer:—**
- 1950** Singer S.M. 1500 saloon, green, beige leather, 5,000 miles. (C0405)
- WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9701. (C0405)**
- D. J. SHEPHERD & CO. (ENFIELD), Ltd.**
- 1948** Singer 10 de luxe 4-door saloon, excellent condition, small mileage; 6775.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield, 1631. (C0405)
- SINGER 10, 1948, excellent condition, one driver; 4550.—Box 5620. (C2012)**
- 1936** Singer 8, 1922, Main Rover dealers, Prospect 5161. (C2431)
- £265** 1935 Singer Le Mans super sports 2-seater, twin spark. (C2012)
- £245** 1935 Singer 9 4-seater sports tourer, excellent runner, taxed year, bargain.—Rushmore, 182-184, Pinner Rd., Pinner 4444. (C1024)
- 1950** (Nov.) S.M. 1500 saloon, green, beige leather, one owner, moderate mileage; £950. (C2012)
- 1947** Super 10 saloon, black, brown; £565; a choice of 1000 always in stock. (C2012)
- 1940** Singer Super 10 4-seater Tickford drop head, excellent condition; £410.—Park 9035. (C2012)
- 1950** Singer 1500 beige saloon, loose covers, 14,000 miles, unmarked; 6775.—Enfield 2015. (C2012)
- 1947** Singer 10 saloon, nice condition, all leather upholstery (taxed) Dec., 8 months' guarantee; £475. (C2012)
- C. & MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3, Finchley 6294 (3 lines). (C1061)**
- £75** Singer 2-seater sports tourer, with dick, good condition.—Dr. Kennedy, 10, Quinlan St., W.7—Fremantle 1923. (C2111)
- 1950** Singer S.M. 1500 beige saloon, loose covers, clean condition, 23,500 miles; £565. Tel. Mr. Douglas, Con. 2394, 10 a.m.-4 p.m. (C2172)
- SINGER 2-seater sports, 1932, mechanically perfect, five new tyres, battery, etc. 40 m.p.g., oil negligible; £150 o.n.o.—White, Tel. Hampstead 9757. (C2064)**
- MANCHESTER, South Lancashire, North Cheshire; Specialised sales, service and spares facilities.—Parker, Ltd., Distributors, Brindley, Bolton, Tel. 4080, Denagate, Manchester, Denagate 5457. (C0909)**
- 495** gns.—Singer Super 10, December 1946, de luxe 1600 saloon, black, sliding head, brown leather, carefully used, excellent condition; choice of 3 Super terms, exchangers.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C2012)
- 325** red, red leather, new hood, very good condition; very low mileage; 18,000 miles. (C2012)
- 265** gns.—Singer 9, July 1937, Le Mans sports coupe, black sliding head, beige leather, good condition, taxed, terms, exchangers; best open 7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C2012)
- S.M. 1500, August 1950, one owner, heater and radio fitted, recently decarbonised and lap overhauled, green with beige leather interior, below London registration; £950.—Lomas, 21, Saughall Rd., Chester, Tel. 2441. (C2012)**
- £575** placement engine just fitted, one private car, excellent condition, 1937, 1938, 1939, 1940, 1941, and unbeatable value at this price, three months' guarantee, no part exchange. (C2012)
- Motors of Harrow, 180-184, Pinner Rd., Harrow 4444/4494. (C3025)**
- Singer Cars Wanted**
- ROWLAND SMITH'S.**
- ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (C0965)**
- Singer Spares and Service**
- T** HE North's special Singer specialists, Cullthorpe & Grimshaw, Ltd., Whalley New Rd., Black-CUTTENDEN, Ltd., are specialists in Singer service and overhauls.—Andover Garage, Leister Garage, Ferry Rd., Barnes, E.W.15, Riverside 8496. (C0754)
- G** ORDON CARS (LONDON), Ltd., the London Singer Distributors for spares, repairs and service.—B. Allen's Lane, Gower St., E.C.4, Tel. 2301-2. (C0965)
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Wolseley Cars Wanted

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41-42, Hay's Mews, Berkeley Sq., W.1. Gro. 2563. [02955]

SCOTLAND and Northern England; consult the specialists.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.5. Tel. Douglas 7509.

ANTHONY CROOK—Latest models 301 with all modifications on view now at Anthony Crook Motors, Ltd., leading distributors of Bristol cars.—Caterham Hill, Surrey. Tel. 5232-3. [03594]

BUICK

BUICK—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1, Tel. Regent 7121. [05986]

CADILLAC

CADILLAC—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1, Regent 7121. [05226]

CHEVROLET

DISTRIBUTORS for London and Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2, Tel. 3568. [N1027]

DELAGE

SILBERNE (MAYFAIR) Ltd.—Concessionaires for G.B. Brit. Empire, U.S.A.—22, Park St., W.1, 10661.

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SILBERNE (MAYFAIR) Ltd.—Concessionaires for G.B. Brit. Empire, U.S.A.—22, Park St., W.1, 10662.

DELOW

WHEELERS (NEWBURY) Ltd.

DELOW distributors for Berks and Hants; sales service and spares; demonstration cars.

WHEELERS (NEWBURY) Ltd., The Broadway, Newbury, Tel. 1080. [0478]

GORDON GARAGE (DULWICH) Ltd., Delow Distributors for London and South-Eastern Counties, sales service and spares.—35-35, East Dulwich Rd., London, S.E.22, New Cross 2456. [0610]

FORD

ARTHUR E. GOULD, Ltd., main Ford dealers; sales, Regent St., W.1, and 8-14, Meard St., Soho, W.1, Lancham 1594-5. Service: Minerva House, Chancery St., W.C.2, Museum 6075. [08658]

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service coachbuilding, insurance.—219-221, Balham High Rd., S.W.17, Balham 4491 (5 lines); 104, Pound Rd., Folkestone. Folkestone 5122 (2 lines). [0009]

FRAZER NASH

REQUESTS for literature and information in respect of the Frazer Nash, Le Mans Replica, Mille Miglia and drop head coupe models should be addressed to A.F.N. Falcon Works, London Rd., Isleworth, Hounslow 0011.

HEALEY

IN stock for immediate delivery, brand new 1952 model 2-4-litre Healey 3-door Tickford saloon, colour alloy, red leather upholstery, white piping.

LEO Abbott drop head coupe for quick delivery; colour black red leather.

J. C. ALEXANDER, Ltd., 150, Deansgate, Manchester, Tel. 53. Tel. Deansgate 4795-6. [05006]

NEW 1952 Healey-Abbott drop head four-seater coupe, polychromatic bronze, maroon interior; early delivery Tickford saloon; exchange, terms.

BROWN & WHITE (LEEDS) Ltd., Roundhay Rd., Leeds, 7, Tel. 4360-3. [7180]

1952 Healey with Tickford sports saloon body, maroon and beige trim, for quick delivery. Full details.—Northampton Motor Services, Ltd., Northampton, Tel. 2892. [00058]

H.R.O.

HAROLD RADFORD & Co. Ltd., sole distributors for London and Home Counties, sales and service at Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [N3047]

NUMBER

FOR delivery July, new Number chassis fitted dual purpose Tickford de luxe estate body, 1.9-b.—Enquiries, Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2, Temple Bar 5330. [N4029]

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HENLY House, 385, Euston Rd., N.W.1. (Euston 2441)

MANCHESTER: 1-5, Peter St. (Blackfriars 7845.) [0153]

COOMBS & SONS (GUILDFORD) Ltd., for Jaguar sales and service. Tel. Broomwood 2201-2-3. [02979]

MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford 6397-9. [02844]

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BENTLEY & PARTNERS, Ltd.

JAVELIN, Jupiter and Bradford main agents.

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9, Allenmarle St., London, W.1. Tel. Grosvenor 5551. Spares and Service, Shone 9447. [0576]

JOWETT Sales and Service.

CLARK'S OF PIRbright, automobile engineers.—Pirbright, Surrey. Tel. Broomwood 2201-2-3. [02979]

ARNOLDS OF MANCHESTER.

MAIN agents for Jowett Javelin cars and Bradford vans. Spares, sales and service.

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DEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 4100.

JOWETT—East Surrey's leading agents for Javelins and Bradford vans.—Carr Bros., High St., Purley, Updown 4812.

ATWORK (WINCHESTER) Ltd., can offer early delivery of a Jowett Jupiter sized on order. Station Hill, Winchester. [N1010]

INGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. [06980]

JOWETT Jupiter, new and unregistered, immediate delivery, one only, finished British racing green, maker's list price plus purchase tax.

PASSEY & PORTER, Ltd., Automobile Engineers, Weston-super-Mare, Tel. 4414-5. [12041]

JOWETT main agents for Manchester.—Saxon Jeffries, Ltd., 52, Wilmslow Rd., Didsbury, Manchester 20, Tel. Did. 5440. Spares in stock. [0482]

WIMBUSH & Co. Ltd., Headford Place, S.W.1, offer complete service and spares for Bradfords and Javelins.—Service, Sloane 0151. See, Abbey 6666. [01087]

RED CIRCLE, Ltd.—Main agents for Jowett Javelin and Bradford commercial vehicles, full range of spares, service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17, Tottenham 1906/7553. [06004]

EDINBURGH—Jowett Javelin and Jupiter cars and Bradford commercial vehicles, full range of spares, quick service.—Eastern Motor Co., Ltd. Main Agents, 52, George St., Edinburgh. Tel. Central 6294. [02099]

KAISER-FRAZER

KAISER-FRAZER concessionaires for Great Britain: sales service; corporate diplomatic and U.S. Service personnel supplied direct from U.S.A.—Steele Griffiths, Ltd., Canvey Island, London, S.E.5, Rodney 2201-6. [03009]

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H. W. MOTORS, Ltd., Walton-on-Thames, 783 & 1437. [06095]

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OFFICIALLY appointed Lagonda retailers.

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LEA-FRANCIS distributors for Berks, parts of Hants and Wilts; sales, service and spares.

WHEELERS (NEWBURY) Ltd., The Broadway, Newbury, Tel. 1020. [0456]

WEST Yorkshire distributors of Lea-Francis cars.—Marshall (Hallifax), Ltd., King's Cross Rd., Halifax, Tel. 5044. [0470]

J. C. ALEXANDER, Ltd., main distributors in the North for the Lea-Francis products.—180, Deansgate, Manchester, Tel. Deansgate 4795. [00043]

LEA-FRANCIS—Birmingham and Midlands distributors.—Henry Carter, Ltd., Showrooms: 221, High St., Derritend 12, Works: 100, Alcester Rd., Moseley, 13. [0510]

ASIL ROY, Ltd., Birmingham distributors, orders now accepted.—161, Ot. Portland St., W.1, Lancham 7735. [0510]

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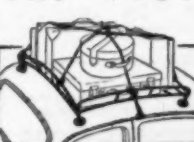


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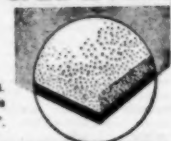
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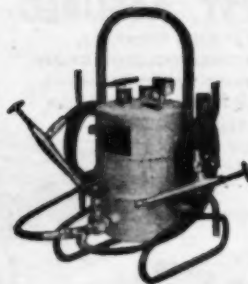


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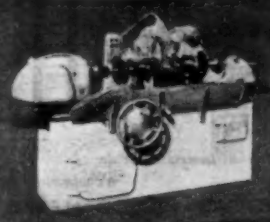
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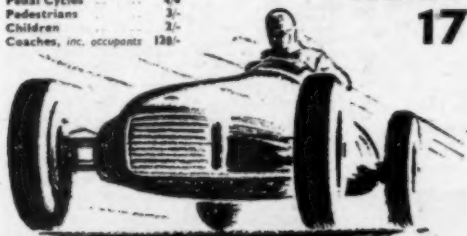
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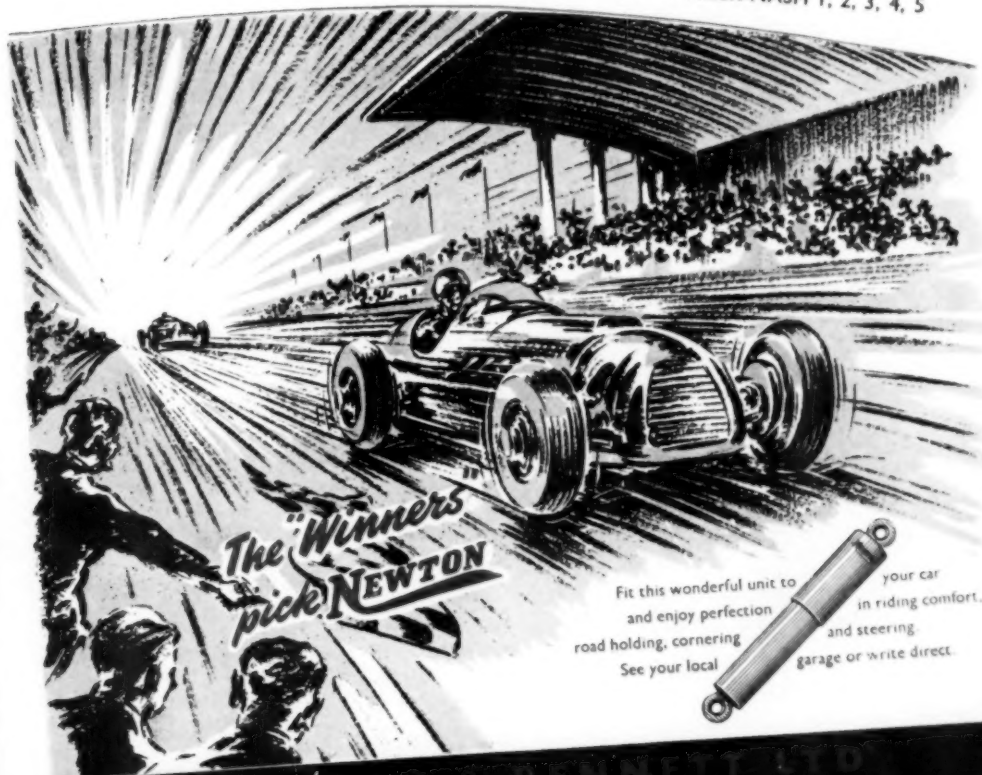
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